

Aesthetics in Building

The New Capital City of Indonesia

(Lesson learned from Jakarta which is 1000 years old)

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Abstract. The history of Jakarta can be used as material for evaluation and learning of the new capital city. Its glory stems from the beauty of the Ciliwung river which served as the port of Sunda Kalapa around 5 AD. The evidence of existing sites and inscriptions is thought to correspond to the Tarumanegara kingdom. Shallowing the river, the port gradually moved to the coastal area, and is now called Sunda Kelapa. The aesthetics of this port are increasingly attractive to visitors. This paper aims to evaluate the facts that have made Jakarta the capital city for 1000 years. Using descriptive analysis, ethnography, gathering results of cross-ministerial meetings, and other references. Development in a perspective that refers to aesthetic and historical origins, local advantages, transportation routes and public areas and green open areas. The sustainable development of the new capital city is the hope of all Indonesian people.

Keywords: Aesthetic, Local wisdom, green transportation, green services, green area every space

1 Introduction

The theme raised is evaluation and learning from the city of DKI Jakarta for more than 1000 years which has led the region since the 5th century AD. And has served as the official capital of the Republic of Indonesia since independence in 1945. Ratified through the Law of the Republic of Indonesia number 10 of 1964, in the statement the special area for the capital city of Greater Jakarta was designated as the capital city of the Republic of Indonesia under the name Jakarta. The capital city serves as the center of government and commerce and so on [1]. Through this learning and evaluation, we can consider building the new capital city of the Republic of Indonesia in the future. How to give a description of the new capital that is more sustainable and has a strong aesthetic of beauty. History does not only contain sides. History can provide signals that have happened from a place, or are the implementation of ideas and decisions that have been taken at that time, so that these failures are not repeated.

From their experience we can learn historical facts, decisions and regulations that are closely related to the problems that often occur in DKI Jakarta so far. Many other countries such as Japan moved their capital from Kyoto to Edo, now called Tokyo. They also considered the history and religious problems that Kyoto was experiencing at that time. Japan is considering, improving and proving to be a strong and developed country in Asia as a 2020 super cultural country [2]. Meanwhile, the original Australian capital city of Meulborne moved to Canberra due to chronological considerations of previous history. And there are so many relocations of the capital city that take into account the history and problems it has experienced. On the contrary, Meulbourne is included in the category of the 10 best livable cities in the June 2022 version of the Global Liveability Index. It turns out that not all the relocated capitals have progressed as expected. Canberra, became quieter after being designated as the new capital and until now his reign still survives [3].

Jayakarta, the Ciliwung river and the Sunda Kalapa port are remnants of past glory. Evidence of sites and inscriptions that exist along the rivers of Jakarta is estimated to be in accordance with the days of the Tarumanegara kingdom. This initial port is located slightly in the upper part of the river. As a result of the silting of the Ciliwung river, the mud becomes more abundant, the boat becomes difficult to move, and makes the transport process slow. Eventually this port moved to a coastal area, which was called Sunda Kelapa. And many historians also confirm that this port, has a very strategic location and managed to become a classy international trade center at that time. This Sunda Kelapa port has even become a struggle between the Portuguese navy who is eager to control it and build a fort. It is proven that the attraction of this port is still there, in 2019 the number of visitors was 38,058 people, and in 2020 it was 16 348 people, down by 57.03% due to the pandemic [4]. The aesthetics of this port are still being felt by international visitors, especially visitors from the Netherlands, England and other countries who have visited and settled before.

See past paintings about the glory and aesthetics of the Sunda Kelapa port. It is actually built based on a collection of natural aesthetics, and that sense of beauty still lingers on its visitors. This port is a natural port, not an artificial one. The aesthetics of the beauty are still felt by visitors who keep coming is still a mystery, even though the managers are changing. To this day life in this port is still going on. The expression of the aesthetics of the beauty of this port is not only through the eyes, language, paintings, photos during the Dutch rule, but is also recognized by various groups who deliberately visit here. The purpose of this paper is to evaluate important facts, which have made Jakarta capable as a port city that has remained a leader in its region for 1000 years. This paper uses descriptive and ethnographic analysis described in qualitative values. The development is related in a perspective that refers to the aesthetics and history of its origin in Jakarta. A history that discusses a brief problem starting from the fifth century, then to the Dutch era and also a collection of problems from 1967 to the 1980s during the Soeharto era [5]. For example, the problem of flooding in Jakarta, becomes a very real lesson, most of the residents often feel it. Then describe it with local advantages related to its history, transportation routes used so far, and public service areas created and existing green open areas. These facts can be an important note for consideration of the construction of a new capital city in order to remain sustainable and environmentally friendly. The friendly life of the new capital is the hope of all Indonesians in the future.

2 Methodology

This study uses a descriptive analysis of the ethnographic approach to qualitative research. The investigation starts from the history of the Sunda Kelapa port which is an attraction. This attraction which was originally only enjoyed, turned to be owned by the immigrants. The aesthetics/natural beauty of Sunda Kelapa is its strength [6]. Its natural appearance that attracts visitors, eventually also becomes a victim of the ruler who causes a lot of damage for hundreds of years also starting from the flood problem from the fifth century of the Tarumanegara kingdom. This picture is continuously observed and summarized from events related to the geography of Jakarta. Briefly describe the problems that occurred during the Dutch colonial period and in the capital city of DKI Jakarta from 1967 to the 1980s during the Soeharto era. Followed by visits to Sunda Kelapa Harbor in 2012 and 2015 without a schedule, plus several notes on the results of inter-ministerial meetings and other references. The expected development for the new capital city in a perspective that refers to the aesthetics and history of its origin; local excellence from Jakarta; green transportation routes used; and public service areas will be created; as well as green open areas that will be used. The results and discussions are used as narratives which are important notes that have been determined previously. These considerations are very necessary in order to minimize the failures that have occurred in the capital city and other regions before. The description of the results of this paper is not something new, but is the result of field observations. In fact, many improvements have been made by all parties. But in implementing it, it is very difficult, racing against the challenges. This is a simple evaluation to recall, so as not to return to the same problem. One attitude that makes us aware, that 'Indonesia consists of almost 16 thousand islands, most of which are water' not land. Therefore, it is necessary to be careful and consider the right in building this new capital city.

3 Result and discussion

According to previous historians, the existence of the Sunda Kelapa port signifies the pioneering history, which ushered in Jakarta as the capital of the Republic of Indonesia. The Old Town and its five precincts play an equally important historical role. A historic and classy port that has ever existed in Southeast Asia. This port was founded in the 5th century AD, along with the oldest Hindu kingdom, known as king Purnawarman. King Purnawarman ruled over Jakarta, Bekasi and Banten to the area along the Citarum river. From previous research, it is known that there are seven inscriptions found in the Bogor, Banten and Jakarta areas, namely the Ciaruteun, Jambu, Kebon Kopi, Muara Ciantean, Lebak, Pasirawi inscriptions and the Tugu inscription. The last inscription that provides the most information and written instructions regarding the oldest Hindu kingdom on the island of Java, namely Tarumanegara. This kingdom still uses Sanskrit [7]. And found again 100 prehistoric sites that have been identified, and 27 are in the process of scientific excavation related to the existence of the kingdom. The name is immortalized at Tarumanegara University. Djafar, in Sedyawati Edy et al 1987 estimates that the Jakarta area has actually been inhabited at least 3000 to 5000 years BC. This area of Jakarta is known to be very fertile with abundant water sources. That's why many immigrants want to settle in this city. Around the port of Sunda Kelapa is a bustling trading center and many merchants from China, India, Arabia and Western European countries. This port was continued by the Padjadjaran kingdom in the 16th century after

Tarumanegara. They have 6 important ports, namely, the port of Banten. Ponlang, Cigede, Tamgara, and Cimanuk, and Kalapa [4]. This Kalapa Harbor is the closest port that can be reached for a 2-day trip from the royal capital of Padjadjaran. And the language used by the Sundanese kingdom of Padjadjaran is ancient Malay. In historical records, this kingdom once made a canal in the Gomati river which is now known as the Cakung river. One more proof that Jakarta, Bogor, Tangerang, Bekasi and all of West Java are areas with many rivers. This condition should be understood and recognized more deeply how the condition of the contours of the land around Jakarta is fed by rivers with abundant water in the past. In landscape aesthetics, water is the center of inspiration for poets and painters, photography is even included in fiction. That is why Jakarta has a harmonious aesthetic aesthetic. Otherwise, there will be no hope for the newcomers who continue to come to Jakarta today.

3.1 Geographic history and ancestral civilizations

The history and geography of Jakarta have been discussed a little above. The main goal of building the New capital is a place for sustainable human settlement. Likewise, the beginning of the existence of settlements in the upper reaches of the Ciliwung river. It turned out that this port was also in demand by the Portuguese navy who had ambitions to build forts around it. Long story short, finally Raden Fatahillah helped attack the Portuguese, changing his name to Jayakarta. This port is increasingly being visited by European, Dutch and British merchants and others. From the previous reference, it was mentioned that many merchants from Portugal and the Netherlands were eager to control the Sunda Kelapa port, which was very strategically located [5]. Their strong desire to master it of course, because there is a real power of attraction from the aesthetics of this port. They are so ambitious to have a Sunda port. Every time they come, visit, and visit many times and then stay and want to master it. This means that in that condition the attractiveness of the Sunda Kelapa Harbor is very natural, there is no pier as it is today. The condition of the clear water looks like the bottom of the seas in Indonesia that have not been polluted and are still surrounded by lush forests, adding to the extraordinary aesthetics. As many international visitors say 'Indonesia has a beautiful balance of nature, there are mountains, seas and fertile land everywhere' After they stop at this port, in their minds the natural beauty of this port is recorded. They told all their friends that this port was their first window to enter Indonesia.

At first the Banten government did not approve of the VOC, eventually moving to Jayakarta, and even capturing Jayakarta from Raden Fatahillah in 1619. This kingdom, pushed to the periphery in 1733, changed to Batavia. The Dutch built forts and buildings of power. It turned out that the VOC was a very cruel Dutch effort and was condemned by the world, then it was dissolved in 1799. And witnesses to the atrocities are in the building of the Jakarta History Museum today. Back to Jan Pieterszoon Coen, the founder of Batavia, the Dutch East Indies government in 1619. He asked Simon Stevin to design a city at the mouth of the Ciliwung River like the city of Amsterdam in the Netherlands [8]. It turned out that their team of civil engineers was also unable to stem the flooding to Batavia in 1932 and 1933. The big flood event showed that the contours of Jakarta's land were not the same as the Netherlands. The experience of Jean PC who forced the construction of forts and buildings around the port, is thought to have suppressed the contours of the land. As a result, water is not able to absorb into and water also enters all places. Even the rivers are unable to accommodate it due to the pressure of the load so far.

Based on observations on the Citarum River in the last 5/five years, this could be a reflection of previous flooding. Through the PRLSDA National Webinar "Management of Inland Waterways; Towards Sustainable Inland Waters" on 27 October 2022 regarding the Citarum river, which was attended by experts from the Research Center for Limnology and Water Resources, stated that the carrying capacity along the Citarum river has been crossing the limit, meaning 1) There is a concentration of industrial and business land along the river totaling 1500 businesses, and only 484 companies registered [9]. 2) From the laboratory examination, the river water is also polluted due to the high use of peptides. This river is used as a disposal of waste water and garbage, which pollutes its contents 70 percent of the waste. 3) There is damage to the mangrove forest and coastal erosion around it. Doni Murdano (Pangdam III/Siliwangi 2018) was also convinced, as one of the initiators of cleaning up the Citarum with the slogan Citarum Harum 2018. And according to him, 'Sustainability of the Citarum river is the responsibility of all related parties'. like the Ciliwung river as before, meaning that the Citarum can still be maintained by the surrounding environment and can be used again.

The study of the Citarum river shows that its water quality has decreased as well as damage due to its carrying capacity. How the city of Jakarta, especially Sunda Kelapa, the surrounding old city has been completely exploited by the Dutch. The burden of Jakarta at that time 1) The Sunda Kelapa port was visited by large VOC ships around 4700 ships (1700 ships in the 17th century and 3000 ships in the 18th century, each of which had a cargo of more than 100-500 tons), plus ships other carriers from various countries [10]. 2) Large buildings and forts were forcibly built on people's plantations and buffer forests around the port, making Jakarta unable to hold water. 3) Jakarta has not been built using the concept of integration. As we see development in Jakarta today, it never stops and some are not continuing anymore. 4) Maybe wooden houses or floating houses can be an alternative like the old wooden houses were found. Anticipating floods that are predicted to sink Jakarta. The geographical character of Jakarta is a city that used to be traversed by many rivers and until now there are still 9 rivers as shown in table 1. As an alternative to overcome the problem of flooding that continues to occur, it is necessary to turn on river transportation in the vicinity. This of course requires the collaboration of related agencies.

Table 1. River Flow Morphometry in DKI Jakarta Region

Watershed /DAS	Wide .Km2	Main river length. Km	Highest elevation	Lowest elevation
Cakung	55	33	6	90
Buaran	30	23	9	45
Sunter	73	40	12	122
Cipinang	48	36	12	107
Ciliwung	347	117	8	2908
Krukut	98	37	7	117
Grogol	33	27	29	100
Pesanggrahan	110	83	3	205
Angke	263	100	3	220

Source :NEDECO, 1973

Problems with the capital city of DKI Jakarta that occurred from 1967 to the 1980s during the Soeharto era. And this problem is still mostly happened to this day:

- Floods have always been a problem since the old Hindu era in the 5th century, until today
- Fires are also associated with overcrowding and unproductive forests and climate change.
- Waste is related to the character of residents and officials who are not consistent with sustainability
- Homeless, powerless to withstand urbanization
- Population density, reflection of living system in controlling flood, fire, garbage, homeless and so on.

In fact, the action to limit the population is in the form of a governor's decision declaring Jakarta a closed city (SK 1970 has been issued). These directives and regulations continue and still local residents arrive uncontrollably. From 1967 to 1982, Jakarta was felt to be crowded and congested and began to become disorganized, and its aesthetics had diminished. The problem of illegal settlements, and to this day the problem has begun to decrease a little, but because of the pandemic it can be ignored. From table 2 below, we can see how much the population of the capital city of Jakarta increased from 1967 starting at 3 806 866 and until 1980 there were 6 503 227 people, for 13 years it increased by 70.83%. population. In 1967 Jakarta began to feel congested and it was felt that the spatial conditions were quite dense. In 2022, Jakarta is included in the ranking category of 132 polluted cities according to WHO based on [11]. Comparing the achievement of Jakarta's population in 2010 of 9 607 787 people and 11 years later in 2021 the population of 10 644 770 people (BPS). This hike feels different when we compare it with the conditions on the roads, and the surrounding small roads are very congested. Even in direct observation of the edge that is close to the road, they move forward to sell or put trees, the view is getting more crowded and there are no neat houses on the side of the road. Crowded and crowded when you see the long traffic jams, the density on public transportation or trains, public buses and so on. Within 13 years of data (1967 to 1980) an increase of 70.83% was obtained, while in 11 years from 2010 to 2021 an increase of 10.79% was obtained. The comparison of the latest data is related to the fact that some areas are jammed around the Tanjung Barat road area, the Tanah Abang area and the Bogor highway area and so on.

Table 2. Population Development of Jakarta 1967 to 1980s

Year	Total Population (number)
1967	3 806 866
1968	3 981 768
1969	4 273 863
1970	4 437 135
1971	4 576 009
1972	4 755 279
1973	4 973 210
1974	5 182 597
1975	5 403 957
1976	5 701 469
1977	5 925 417
1978	6 081 963
1979	6 239 293
1980	6 503 227

Source : BKLH DKI 1985

3.2 Using local wisdom and excellence

3.2.1 The values of wisdom possessed by Jakarta are very important, related to the identity of Jakarta itself. This can be seen in its culture and nature. How big Jakarta's identity is in all forms of spatial management and all aspects of services in Jakarta and those related to local culture. Buildings that elevate local wisdom in DKI Jakarta are not yet so strong in appearance. Even at the Jakarta governor's office, there is no identity at all to Jakarta.

Borrowing the opinion of tourism experts about the community, it is said that the community is the host as well as potential tourists [12]. This means that the people of Jakarta and around Kota Tua are equally responsible in the form of services according to their authority. What if there is a resident who gives wrong information about the creative craft in the vicinity. For example, the residents themselves do not know the location of Jakarta souvenir craftsmen, whose residences are not far from them. The experience when looking for a production house for typical Jakarta craftsmen has arrived at Jatinegara Kaum, while looking for a location, some young people answered that they did not know. The loss of opportunities that can benefit craftsmen, even if it's just a visit to the production house. Opportunities like this do not only happen in Jakarta but throughout Indonesia because there is no accurate information. The management of the capital city is not only concerned with big businesses but all the interests of umkm as well.

3.2.2 Lack of integrity and authenticity.

As a comparison, Kota Tua has been declared as a cultural heritage originating from the history of the founding of Jakarta in the past. Based on the observations of expert Kris Endresen Director, Unesco World Heritage Organization November 1999 Sustainable Tourism and Cultural Heritage, : "A Review of Development Assistance and Its Potential to Promote Sustainability" [13].

This important observation becomes a lesson for us together, why the Old City of Jakarta which has been registered to UNESCO since 2015 as a living heritage old city has been cancelled [6]. Evaluation results from UNESCO and the International Council on Monuments and Sites (Icomos) stated that the area did not meet the requirements. The board of Icomos, report that Kota Tua lacked "integrity and authenticity" as an old town. Then a comparative analysis from Icomos: Kota Tua does not meet several requirements for the unity of the existing building heritage with the context of the city as a whole. The actual fact is that when one examines the historical context related to the authenticity of the days of Raden Fatahillah 1526, it is no longer visible, and the atmosphere of the past cannot be felt. These data confirm that the existing Dutch buildings are not the original Indonesian buildings, that's why UNESCO says they are still not authentic. Therefore, to determine a new capital city, it is necessary to raise local wisdom related to the original buildings built by the people themselves and also accommodate matters related to local interests.

Some other reasons are listed as follows [14]:

a) Kota Tua, does not look unique, its authenticity is related to the local community. In fact, Kota Tua, is a relic of the remnants of the Balanda government, some of which have no authenticity. b) Kota Tua has not been able to represent as the largest trading center before, as depicted in the port. c) Urban development planning or urban planning still requires a lot of consideration.

d) As a cultural tourist attraction, it is felt that there is a civilization that has been lost from its original society.

Icomos emphasizes that to make it unique, requires a very large investment and revitalization fund, even in planning it as part of the character of the Capital City.

In connection with the reasons mentioned above, it is important that we be careful in considering, or raising something to become an icon of a place or object.

In relation to Aesthetic values: the physical-visual values are dominated in the design, as well as historical and traditional values, the new and future values. Through the project planning, which combines historical and contemporary value with richness in the architectural and planning details down to the landscape (materials and details [15].

The connection between Kota Tua and the original history of Jakarta itself is so complex that it is very difficult to disentangle the dominance and importance when it comes to current conditions. The doubts about the authenticity of Jakarta that were conveyed by Unesco were well-founded and reasonable, however, there were still pros and cons of various interests. Because this paper wants to convey neutrally without any tendency to any party.

Through this aesthetic character, it can be described through the visual of the ecological landscape: we can see how the conditions and characteristics of the planning land are optimally suited as community and cultural settlements. The history of the Old City, is very worthy to be appointed as a moment of the Dutch government, not to be re-enabled, but events that have occurred around it need to be narrated according to the facts that occurred. This is a valuable lesson for present and future generations. Kota Tua is the first window of Jakarta, as well as Indonesia. Instead, be careful about interpreting the history involved. Historians say that the remains that are seen now are the historical contents of the Dutch government, and not the contents of the authenticity of Jakarta [16]. The Old City is part of the Cultural Heritage Objects that must be preserved to remind the time. Then it was realized by the DKI Jakarta Regional Government by issuing the Governor's Decree No. Cb. 475 of 1993, which stipulates that Historic Buildings and Monuments in DKI Jakarta are protected as cultural heritage buildings (BCB). Continuing to develop guidelines using the study of Old Town History based on Regional Regulation No. 9 of 1999 and Law No. 5 of 1992 concerning Cultural Conservation Objects. The guidelines continue to be processed into the Old City Master Plan, the Old City Cultural Heritage area is divided into 5 (five) zones, namely the Sunda Kelapa area: Fatahillah area: Chinatown area: Pekojan area: rejuvenation area issued based on the Decree of the Governor of DKI Jakarta number 34 of 2005 with an area of of 846 hectares. Results of a 2015 interview with Kartum Setiawan from the Kota Tua community.” Some buildings were revitalized in 2005 by state-owned enterprises and several private companies, and now their condition is getting dirtier. In 2005, the cleanliness of this area was assisted by several SOEs (Bank Mandiri and private companies / related cleaning). The condition of most of the buildings in the Old City does look ancient, because the government has not had the opportunity to repair the buildings to their original state. Some buildings look apprehensive and some other buildings in the Fatahillah area look fragile and unsafe for tourists and also residents around the area

3.3 Restoring river transportation routes that are integrated with land and air

Jakarta's problems are the same as those of other national capital cities. One of them is the arrangement of transportation that has not been integrated between land, river/sea and air to serve the community for 24 hours. Building public awareness by utilizing public vehicles as its main facility. The transportation facilities that have been built but have not been fully utilized, must be an example not to be repeated in the new capital city.

a. Jakarta should activate river transportation routes, because geographically there are 9 rivers around it. In the pre-Dutch colonial period, river and sea transportation became the main means before other transportation existed.

b. It is necessary to build a capital city based on the concept of visitor management that is in accordance with its destination, so as not to experience repeated traffic jams. During the time of the Minister of Tourism, Post and Telecommunications, Joop Ave 1997, there was an appeal not to build any more hotels around Jakarta, especially on the main roads of big cities because of traffic jams, at that time many hotels with occupancy rates no longer reached the target. These evidences should raise awareness to care about the new capital city.

Revitalization project: Tunnel Project (Underground Crossing Place/TPOBT) which connects the Bank Mandiri Museum with Beos Station – Jakarta Kota. This project is controversial because reportedly did not involve historians and archaeologists in its implementation. Reportedly this project violates the SK Gub. No.475/1993, and based on the decree [16]. The Pedestrian construction project (pavement) of Jalan Pintu Besar Utara was continued with a length of 300 meters. Although this project has been completed, reportedly also controversial. The results of an interview in 2012 with Mr. Noviard UPT Kota Tua, that so far there have been plans related to planning for the revitalization of the Old City in the future by the late Mrs. Ir Aurora Tambunan, some of which are still hampered until now.

c. Building people who are aware of sustainable living. Observation, Asep Kambali, an observer of the Old City in a seminar in Jakarta, according to him, the most important thing is how to actually grow appreciation, concern and public awareness of the Jakarta Old City area. This is becoming very difficult to do nowadays, given the rapid population growth, and the Kota Tua area is seen as a fairly dense area and the noise level is quite high. While many old buildings left over from the Dutch colonial era have not been repaired, some are inhabited by homeless people and scavengers whose condition is quite severe. Among them is the Red building which has been used as a business. In Jakarta, there are more than 216 cultural heritage buildings (BCB) which are protected under the Governor's Decree. No. 475/1993. The condition of BCB, of which almost 75% is in a very worrying condition. This is also proof that the citizens and government of Jakarta have not fully paid attention to the aesthetics of the city. Also as a measure of the low historical and cultural awareness of its citizens [17].

In 2015 he looked back through the Old Town, and met a tourist who claimed to be Verena, originally from Italy, was studying in the USA and according to her, she got information about the Old Town from her street book. According to Verena, the Old Town is not comfortable and is no longer like the situation in the book, there have been many changes, especially in terms of ancient space/ancient old buildings that are no longer beautiful, cool and beautiful, plus a less supportive environment. Not wanting to compare, he said again that in Italy or Rome every meter walking we meet ancient space and a lot of information that can be obtained such as stories or one room that can be picked up on important events from the history of the building. The same opinion was also expressed by Hans and Marry, tourists from Germany who wanted to quickly enter Caffee Batavia because the surrounding environment made them uncomfortable. There were souvenir vendors following them.

Other evidence found food scraps that were thrown into the sewers (which zoomed 20 times the original) were found in front of the Giro Post Office. This has caused the stench of food waste that is thrown carelessly. The aesthetic aspect was immediately lost due to inappropriate behavior, due to unintegrated management and supervision in this area. This can be a consideration in planning public areas, culverts or drainage systems in the future to be more integrated.

3.4 Realizing a distinctive public service system (local wisdom)

Observations on service problems so far, of course, Jakarta has accommodated classy public services starting from the airport, several hospitals, and classy shopping centers. From the

visits in 2012 and 2015 until now, it is felt that there are still some public services related to the management of cleanliness that are managed not to a proper standard and are environmentally friendly.

a. The lack of identity to Betawian in several main service areas, for example at Soeta airport, does not yet have a specificity in its services, especially for international visitors who are on vacation. Betawi atmosphere and Betawi music can be displayed when guests set foot at the airport, there are a few creative games that can be entertainment upon arrival and departure. Creativity in service becomes a character as well in building the capital city in the future.

From government buildings as well, they always talk about identity but don't wear it at all throughout the day. The event is not only wearing traditional clothes but raising identity to become a strong trend. For example, when receiving state guests, no one is reminded that there is an original Betawi House with a kebetawian atmosphere in official state events. It is also important to remember that the governor's office was originally the residence of the Dutch mayor in the 1918s. On a visit in early 2022, this can be seen directly when we are in DKI Jakarta, which buildings remind us of the identity of today's indigenous people. Only in the village of Setu Babakan. The identity of the part of the Betawi house that we see is only on the roof of the bus stop, the street lights around Jalan Kebon Sirih, around Pondok Indah. Using the Gigi Balang decoration in shades of green and yellow, there is a divider on Jalan Sudirman, there are decorative lights, on the side of the flyover if we pay attention. Around Pondok Indah, there are garden lights with Jakarta batik nuances and garden lights decorated with calipers and on the fence of the bridge connecting the busway decorated with calipers. So that the true identity of Jakarta is not felt by the public. It is competing with other tall buildings. Besides that, almost all screens or videos on certain streets display products from outside Jakarta. There are quite a lot of billboards/advertisements that can also serve as information to identify the identity of Jakarta to be precise or to the characteristics of the surrounding area.

b. Activate local cultural events in several main activity centers: for example in football events or in world music events and so on (Meaning we can still accept foreign cultures but the existing culture is not marginalized). Incorporating elements of cultural creative becomes necessary and important in the formation of cultural aesthetics in it.

c. Cultural identity can actually be entered in various conditions and any situation even in the appearance of parking lots and ethnic fences. In several places in Bali, many frangipani trees and Balinese fences are planted, everywhere because these trees are part of the identity of the city. Any trees that remind us of a place that used to be in Jakarta, for example. And it turns out that plants have a variety of characters. So we also need to plant plants related to their functions: 1. noise suppression function 2. temperature modification function (shade) 3. air humidity control function 4. windbreak function.

d. Pedestrian paths and bicycle lanes are still constrained in some areas of Jakarta and this becomes a necessary input related to the lifestyle of the future capital city. The existence of interest in various interests becomes a valuable lesson, how to raise the character of the image of the capital city that is friendly to pedestrians, which prioritizes historical interests, is environmentally friendly and for people with disabilities. While often prioritizing the smooth flow of traffic. The dilemma is endless and is still happening today. It is hoped that the description of this condition will become input for all relevant agencies in preparing a new, more sustainable capital city. Observations of the paper still take the example of the Old City of Jakarta because it is rich in experience. According to the United Nations' World Tourism Organization [18] in its Practical guide on Destination Management: "Tourist Destinations, contain a number of basic elements which attract the visitor to the destination and which

satisfy their needs on arrival. These basic elements can be broken down into attractions (the 'must sees' or 'must dos') and the other remaining elements: Attractions; Public and Private; Amenities; Accessibility; Human Resources; Images and Characters; Prices". That in fact the image and character of a city cannot be separated from the history in it, including the mixing of cultures that occur. The unique character of the city and full of historical appeal should be seen and felt by visitors in every appearance of its face. Included in the ways of interpreting related history and the attractiveness of public services. This will shape the character of the image to determine the decision of an image of the city in the end. The final appearance of the capital city will be felt on every side there is a reflection of past life and sustainable sustainability today and in the future.

f. Lighting facilities at night are still lacking in some locations. Even during the day, trash can still be seen here and there. Especially if there are performances around the location of historical buildings, garbage piled up in several places. On the sidewalk for pedestrians, it is widely used for street vendors. The condition looks like an irregular night market around Kota Tua (Visit was conducted in 2015). This description can measure how far the involvement of the people living [17] in the surrounding environment, whether there is an evaluation of their involvement in cleaning activities and the flow of human traffic, vehicles and goods in the vicinity.

g. Cleaning services and waste services are a major part in determining a sustainable city [14].

h. And so in every service there is a distinctive feature in the appearance of the service.

3.5 Realizing green open service areas and facilities.

It is more important to follow up on ethics that prioritize attitudes that prioritize sustainability. Moreover, the occurrence of the Covid-19 pandemic, climate change, natural disasters and so on. This will create new resilience in planning development and development in a place so that it is not in vain. In accordance with the focus on the title Aesthetics are values that are quite important, especially the focus on tracing the historical aspect, physical-visual values are dominated in design, as well as historical and traditional values, new and future values. Through project planning, which combines historical and contemporary values with a wealth of architectural and planning details to the landscape (materials and details), it is hoped that a sustainable aesthetic will be formed [19].

Green public area.

This input can later be used in learning for other cities in the future so that there are no overlapping problems such as cleanliness and order and regarding beauty/aesthetics. Problems in the field are often the lack of coordination between the landscaping service and the cleaning service, which in 2012 and 2015 there was often a conflict of interest between region A and region B. This can be evidence, which can be used as a pattern of thinking or a strong concept about a development of utilization aesthetics for cities and also the future capital city of Indonesia so that the division of responsibilities not in green open land becomes the main focus regarding climate change that occurs in the future.

Based on [20] green open space (RTH) is one of the main considerations in the development and management of urban spaces in an effort to control the capacity and quality of the environment and at the same time to improve the welfare of its citizens. This is also reinforced by RI Law no. 26 of 2007 concerning spatial planning, it is explained that the proportion of green open space in urban areas is at least 30 percent of the total area of the city. In its implementation, it was determined that 30 percent was made as green open space, 20 percent while 10 percent was made privately/individually. Based on this rule, it is necessary to be firm

in the construction of green areas related to the aesthetics of the city, related to cool weather, refreshing views, the presence of parks as part of the entertainment venues of various groups of people.

This evaluation is simple to remember, so as not to return to the same problem. The importance of a city or capital city still refers to the concept (green infrastructure), in the implementation of green transportation, green waste, green energy, green water, and green building implementation. The application of green building determines the use of materials whose development has also been determined according to the regulation of the Minister of the Environment Number 8 of 2010 [21], building materials that are environmentally friendly not ozone depleting, conservation of clean water resources, facilities and infrastructure for energy conservation and diversification, facilities and infrastructure for domestic wastewater management and waste segregation. Water, air and waste are all three interrelated in the application of health for life in the future. If necessary, free electricity and water payments for less fortunate settlements (net zero bill). Paying attention to all aspects of health for building occupants, there are facilities, facilities and infrastructure for sustainable site management as well as facilities, facilities and infrastructure to anticipate future disaster predictions. In the above observations, there are many considerations of the interrelationships with one another in building a new capital city or other cities in Indonesia. Through long observations so far there are important elements as follows identifying some of the intended areas to be built for IKN or new districts and so on, need to be studied more deeply: The geographical history of the area and the history of where the ancestors lived before, will be found in it. Using local wisdom and excellence. Realizing green open service areas and facilities. How to restore the river transportation route according to the contours of the existing land and the surrounding natural resources. Realizing public service areas and facilities

Conclusion

From the discussion above, there are many considerations regarding the interrelationships between one another in building a new capital city or other cities in Indonesia. Through long observations so far, there are main elements that need to be recognized from the area to be built, including: Geographical history and the ancestral civilizations. Using local wisdom and advantages. Realizing a green open service area. Restoring river transportation routes that are integrated with land and air ecosystem. And realizing a public service system and its distinctive service facilities (local wisdom). All of this will create a new sustainable capital city.

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