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Following the end of Millennium Development Goals (MDGs) in 2015 with 8 goals, United Nation (UN) develops the sustainability of the world's goal through Sustainable Development Goals (SDGs) with 17 goals. As well as other countries in the world, the Indonesian government is also working towards achieving these objectives in the government, business and civil society sectors to co-operate with the UN and the Indonesian government started mobilizing to achieve the Sustainable Development Agenda by 2030. Universal, inclusive and indivisible, the Agenda calls for action by all countries to improve the lives of people everywhere.

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Study of Residential Development in Urban Fairies

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Abstract

The suburban area (pheri-urban) is a transition from the urban and rural areas that have different characteristics and attributes. This area is naturally formed due to developments and congestion that occur from the core city. One of the developmental factors is the interaction between the core cities and the peri peri urban areas. The greater the interaction that occurs the greater the development that occurs in the pheri pheri urban area. Interaction between urban and rural areas will naturally be bridged by the presence of urban pheri-urban areas. Population growth in the city center resulted in an increase in settlement requirements (serlin 2012) and that in the center of the city the developers have been unable to provide the need for settlement due to the high price of land in the city center and the limited land in the centers (Septanaya, 2012). This prompted the development of housing and settlement needs around the hinterland of the city center. With this sprinkling it will generate a snowballs effect, where with the existence of housing and settlement activities will arise ativities and other needs such as social facilities needs, economic facilities needs, educational facilities, health facilities, office facilities etc. But in some locations there are also several factors that influence the growth of the pheri pheri, not only caused by the settlement of settlement needs from the city center but due to other factors, such as in Malang, the development of suburbs in Kedungkandang and Lowokwaru influenced by the existence of industrial activity. While the growth of suburbs in Banda Aceh (Ulee Kareng sub-district) is caused by the construction of new transportation line (Prof. Ali Hasyimi Street) thus the facilities and infrastructures or connectivity also influence the development of the periphery. In addition to the above matters more due to the activity that grows by itself there are important factors associated with the development of the periphery of government policy through Spatial Planning, where in each RTRW will be planned areas for residential areas for expansion of urban areas, in the area plan Strategic and spatial pattern will be directed towards the development of the city over the next 25 years, so that with the spatial is expected the development of the city will be directed, and easily controlled.

Keywords: Space Patterns, Settlement Areas, Pheri-Urban Zone

1. Introduction

According to Tutuko and Shen (2016), the housing development supports the needs of the community as a manifestation of the city's economic progress,

while the existing housing also needs to be maintained in order to preserve the characteristics of rural and agricultural lands as a natural resource. Related to Mark and Goldberg (1986), the land use plan is a tool of urban planning to control the provision of land and buildings and also Borges, Fragoso, et al. (2010) stated that land use is the key for human activity that drives socio-economic development in rural regions.

Urban urbanization growth extends to the periphery. This is seen with the changes of land uses which occurring in two geographically distinct countries. Some areas have experienced the phenomenon of space consumption by urban development that triggered urban sprawl such as at Kecamatan Mlati in Indonesia, Vertou City, Carquefou Town and Sainte Luce Sur Loire City in France (Nurazizah, 2016).

Development of the city can also be seen from the physical appearance of the city is shown by the formation of a small suburb that has properties similar to a town called urban fringe (Bintarto, 1983). Urban fringe is the transition of land use, which is characterized by a fixed transition from agriculture to non-agriculture (Louise, 2010).

The changes of Land use is caused by the development of population and economy, and influenced by activity system, development system, and environment system (Mayasari, 2014). Population growth in urban areas has an impact on increasing the land needs. Due to limited land in urban areas, development will expand in the periphery (Baiquni, 2014). Limited land in the center of the city will certainly make the population began to choose to settle in the suburbs as an alternative settled which certainly causes spatial transformation also in the region. Spatial transformation that occurred in urban peri-willy will certainly change the pattern of space utilization in the area (Mahendra, 2016).

This population increase will then lead to an increase in the community's need for the provision of housing facilities. But if the pattern of housing that was formed was not directed or random (sprawl) and the construction of housing that is less in accordance with the characteristics of the community, it will lead to the formation of unsustainable housing space (Serlin, 2012).

Currently the development of urban peri-urban areas in various metropolitan areas indicates the presence of large-scale settlements in real estate or commonly categorized as invasive formative processes. The tendency of some peri-urban areas to show the rapid growth of housing was not fully happening (Septanaya, 2012).

As we know that every development is essentially based on economic considerations, similarly, the housing development in urban fringe. Economic development in the city is rapidly increasing by the industrial sector. This development was also influenced by the urban development and housing in the surrounding area. Home owner-based housing built by the resident itself will have an impact because of unplanned by professional planners, but by owner

itself. It led to be uncontrolled in terms of design and building quality. In addition, in a formal estate planning does not include planning for home owner-based housing. Various types and styles used to build their homes. They adopted the style of a residential building next to their areas. The project-based housing development and home owner-based housing are influenced by the city development. To achieving sustainable development in this area should be planned well.

2. Discussion

The implementation of Nantes Métropole and Mlati land use regulations had been exists. There is no obstacle in the implementation of the policy in Nantes Métropole, but on the contrary at Kecamatan Mlati there were still some obstacles. The implementation of urban sprawl policy control in Nantes Métropole were automatically follows what had been stipulated in the PLU. (Nurazizah, 2015).

In France spatial policy were much affect to the pattern of space and its developments, but not in Indonesia. The changes of land use in Kabupaten Aceh at Kecamatan Ulee Kareng occurred to along the new transportation route which Prof. Ali Hasyimi Street were crossed at Gampong Lambhuk, Lamteh, Ilie and Pango Raya. At the Kecamatan Banda Raya, the changes of land use were clearly visible in Gampong Mibo, Lhong Raya and Lampuot. In Kecamatan Lueng Bata the changes of land use were occurred at Gampong Batoh and Lamdom. The policy directives of suburban development in Kecamatan Lueng Bata have been touched to the fastest grown region of Gampong Batoh. However, Gampong Mibo in the Kecamatan Banda Raya and Gampong Ceurih in the Kecamatan Ulee Kareng which not included in the fringe development policy were developed rapidly, so that the development of suburbs in Kecamatan Banda Raya and Ulee Kareng runs naturally, without the direction of the policy of Banda Aceh City Government. The Changes of land uses Spatial patterns that happend now were tend to radically follows the existing road pattern (Mayasari, 2014).

Differently to the development in Magetan, the structure of town urban space has not changed much despite the construction of the ring road. Magetan District Government has built a northern ring road to reduce jamming traffics at center of the city . The existence of the ring road also attracted many parties to take some advantages of the surrounding land. Utilization of this land is estimates affecting to the shape and structure of the Magetan City space. The shape of the Magetan city is a compact city modeled with square which some parts of the city extending along the main city road. The structure of the Magetan City spaces in the form of sectoral were characterized by the city's main activities which being in the center of the city as well as following the main city road. The development area on the edge of the city were caused by an

activities increasing in center of the city. The development that occurred did not change the shape and structure of urban space but only increased the shape of the city. The construction of the northern ring road only affects the development of some surrounding villages so that it does not directly change the shape and structure of the Magetan City space (Setiono, 2016).

Similarly at the control of land uses that happened in Kelurahan Mlati, where this region has lost 301.9 acre of agricultural area in the period 1996-2010. From the result of the image overlay, and the input-output analysis that 10.32% of the land uses in Mlati were changed over that period, resulting in the loss of 290.67 acres of agricultural area with 13.12% of which turned into settlements. However, 65.9% of the land use is still in accordance with the planning documents. This area lacks at legal aspects in the implementations of the land uses policy because the planning documents have not yet been ratified. The institutional aspect shows the consistency and availability of resources, but there are weaknesses in the implementation which related to the control and law enforcement. Investments, tax policies and illegal practice on the changes of land use are a threat to policy implementation (Eko, 2012).

The development of periphery area in Mayasari article; 2014, is influenced by the opening of new transportation line, differently with the change of city development that happened in Malang City, where the population growth rate of Malang city about 0,86% higher than East Java population growth (0,75%). Population growth in Malang city is high happening unevenly in all parts of the city. Based on the analysis that has been done, founded the difference of spatial transformation that happened in the northern peri urban area of Malang City with the area that is in the south of the city. Kecamatan Kedung kandang in the south of the city undergoes a low transformation and has a tendency to develop linear land pattern, while Kecamatan Lowokwaru undergoes a high transformation and has a concentrated at the land pattern. The differences are caused by population factors such as high population growth, activity center, accessibility, developer role and policy factor related to the pattern of spatial pattern of the area. The pattern of settlements in Kecamatan Lowokwaru has a pattern that tends to be concentric, while in Kecamatan Kedung kandang tend to be linear and spread. The existence of universities and industry became the center of growth that affected the development of spatial transformation in each area or Kecamatan (Mahendra, 2016).

There are 5 (five) factors that had influences to the growth of marginal area in Kecamatan Karanganyar as the capital of district/Kabupaten, it is about the availability of social facility factor, service factor, economic and environment factor, amenity factor, and comfort factor. According to theory, the biggest factor that affecting to the growth is the accessibility factor, not the availability factor of social facilities. This differences happens because, in

previous theories were founded that the background of the research location is in the big cities. While this research is conducted with the location in the capital city of Karanganyar which is the third city or small urban area. In addition, the means of transportation in big cities in the previous study were cars, and the means of transportation at this research site (suburb area of Kecamatan Karanganyar) were mostly motorcycles. So it can be concluded that the factor of availability of social facilities is the biggest factor affecting the growth of peripheral areas in the third city or in small urban areas, where the means of motorcycle transportation is more widely used by its citizens (Baiquni, 2014).

Based on research from (Medina, 2013), there are 9 formulation Factors that influence the selection of residential location characteristics in Kecamatan Waru and Kecamatan Taman in accordance with the characteristics of the citizens, namely: Accessibilities (the easyness for going to the Shopping Center); Availability of Clean Water Infrastructure; Availability of Shopping Facilities (Shops); Availability of Worship Facilities (Mosque); Beautyness (cleanliness); Accessibilities (Ease Into Public Transport), Accessibilities (the easyness for going to Schooling), Availability of Electricity Network and Land / House Price.

Overall, the factors which hamper the decrease in the number of housing procurement are high land prices, the availability of vacant land for an increasingly limited housing designation and the distance from Lumpur Lapindo. While other factors such as conditions of availability of public facilities, environmental quality, spatial or government policies, the availability of public utilities and market demand does not preclude housing investment in the region in the period 2006-2010. But on the other side, were founded that non-spatial factors that significantly affect the decrease of housing procurement in Sidoarjo regency are the stability of economic conditions, the amount of the transactional cost, the long time and expensive licenses, the development impact fees And the rules or regulations in land acquisition activities that are non-binding or impartially entirely for residential developers who have a location permit (Septanaya, 2012).

3. Conclusion

Nantes Métropole and Mlati both have a set of rules governing the urban sprawl control mechanism. The planning rules for controlling urban sprawl in Nantes Métropole are SCOT and PLU. While the implementation of the policy of PLH (Local Housing Plan) is done to balance the supply of rental housing. Nantes Métropole planning rules are very effective in their area. While at Mlati, and RTRW and RDTR are planning regulations to control urban sprawl. However, in practice in the field, both areas face different obstacles and weaknesses. Mlati sub-district tended to experience greater obstacles than Nantes Métropole (Nurazizah, 2016). Land use change in Ulee sub-district, Banda Raya sub-district, Lueng Bata Kareng sub-district, Gampong Ceurih sub-

district not entirely influenced by Aceh's spatial planning policy, but more influenced by new transportation path, Prof. Ali Hasyimi Street (Mayasari, 2014).

Land use change and spatial transformation or urban development that occurred in Malang City (Kedungkandang Subdistrict and Lowokwaru Subdistrict) is more influenced by the existence of economic activity that is the activity of universities and industrial area (Mahendra, 2016). In terms of land use change and space utilization plan it is found that the percentage of land use change in accordance with plan is greater than unsuitable that is equal to 65.91% versus 34.09%. The magnitude of this percentage of nonconformity indicates a problem in the implementation of the space utilization plan. From the SWOT analysis on the implementation of the spatial plan policy, it is known that the weakness lies in the regulatory factor / aspect that is not yet approved RDTR APY of Mlati District become the Regional Regulation, so the legality of micro spatial document (RDTRK) is needed in controlling the utilization of space (Eko, 2012) .

The construction of the northern ring road only has an impact on the development of several villages around it so as not to change the shape and structure of the Magetan City space. The development of Sidorejo Village, Cepoko Village, Milangasri Village and Purwosari Village as the center of environmental activities for the surrounding villages have been in accordance with the planning, while the Village of Kentangan has not been the center of environmental services as planned (Setiono, 2016).

Commercial approach on project-based housing development emerged due to the opportunities of economic that exist in the area where the business interest has. A change was designated originally for residential. In the term of Sustainable Development, so there are several aspects that will keep the harmony between project-based housing development and home owner-based housing. To achieve harmony, it takes good coordination between the private sector, public sector, and society.

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