



ANALYSIS OF THE DEVELOPMENT PATTERN OF MERAUKE CITY

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ABSTRACT

The development of the city at this time showed a rapid progress in line with the increase of population and development activities in various sectors. Residential development characterized the city into the movement of people from rural to urban settlements, influence extends in rural town in economic activity, social, cultural and technological aspects. These affected the change of arable land into the trade and services sector as well as industrial districts, thus changing agrarian labor into non-agricultural employment in the industrial sector and in the tertiary sector. The purpose of this study is to analyze the development of the town of Merauke, in the period year 2009 – 2014. This research was conducted with observation directly to the location of the research, which is on the center of government and office buildings, residential areas, the center of economy and trade, education area. Besides the above data the researcher equipped with a data Merauke in figures of the year 2007 - 2014, Spatial Planning Merauke. With the data obtained further research literature analyzing developments of Merauke. From these results it can be concluded that the development of the town of Merauke has not gone well, in accordance with the standards of the development of a city.

Keywords: Pattern Analysis, Merauke, Spatial Linkages, Geographical Information Systems

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1. INTRODUCTION

Merauke Regency is located in the easternmost part of the archipelago and is one of the districts in the Papua Province which is directly adjacent to the State of Papua New Guinea. The geographical location of Merauke Regency is between $137^{\circ}30' \pm 14100$ BT and $6^{\circ}00' 9^{\circ}00'$ LS, with an area of 45,075 km² north.

Merauke Regency is bordered by Boven Digoel Regency and Mappi Regency, on the east bordering New Guinea Papua, South and West bordering the Arafura Sea. Merauke Regency

consists of 20 districts, namely Merauke, Naunkenjerai, Sota, Tanah Miring, Jagebob, Elikobel, Ulilin, Muting, Animha, Kuprik, Semangga, Malind, Okaba, Kaptel, Ngguti, Tubang, Ilwayab, Kimaam, Tabonji, and Waan. With the number of villages and villages each of 160 villages and 8 villages. The population of Merauke Regency is 155,783 people (2006 data).

Merauke is one of the districts whose development is quite rapid in Papua, this can be seen from various aspects including the education specs where there are already many educational facilities in Merauke City ranging from early childhood to tertiary institutions (Musamus Merauke University), aspects facilities and infrastructures can be seen in shops and hotels, as well as from socio-cultural aspects.

The development of the city in Merauke is not matched by good city planning and the regulation of the Director General of City Spatial Planning has not yet been implemented, especially the rules regarding green open space, this can be seen from the Mandala City park which does not yet have adequate facilities to meet the needs exercise advice or relax every weekend to eliminate boredom during a week of work.

2. METHODOLOGY

The research location is in Merauke City – Papua. Observations made on the Mandala Highway are limited to the Aru road to the Trikora road. The activities along this road are in the form of trade, services, religious facilities and housing with good road conditions (Mangkoedihardjo, 2014).

The implication of the physical condition of Merauke which is located south of the Maro River and the characteristics of the population working in the government and trade sectors. The functions that will be assumed as the Capital of South Papua Province, the center of trade services and transportation nodes are concentric, one-centered cities. , namely the Jalan Mandala area.

Therefore, there needs to be improvement and development of regional and local hierarchical systems. It was with the aim of separating the flow of goods and passengers from and outside the city of Merauke to movements in the city of Merauke. It was without neglecting the city's internal movement problems, namely dependence on major roads , namely Jalan Mandala.

3. RESULTS AND DISCUSSION

3.1. Condition of the City of Merauke Road

In 2011, the total length of roads in Merauke Regency built by the government was 1,608,151 km, consisting of 271,000 km of State Roads, 233,407 km of Provincial Roads and 1,103,744 km of Regency Roads. The length of the paved road only reaches 828,050 km or 51.49 percent, the remaining length is still in the form of a dirt road. According to road conditions, the length of the road with good conditions is only around 303,210 km (18.85 percent), the moderate condition is 46,745 km (29.21 percent). Meanwhile, the length of damaged and heavily damaged roads reached 646,953 km (40.23 percent) and 188,243 km (11.71 percent).



Figure 1. Conditions of the Mandala highway



Figure 2. Conditions for the Way of Paul Napi

3.2. Pattern of Development of Settlements

The pattern of the development of Merauke City during the Dutch administration was a planned development even though it was still centered around the port area, urban planning can be seen from the arrangement of settlements, service centers, trade, government offices, places of worship, and others.

After the transfer of power in 1963, the pattern of urban development was more centered towards the city, this can be seen from the pattern of development of settlements that are still clustered in the central axis of the City of Merauke. Clustered settlement patterns tend to be random in the villages of Mandala, Maro, Karang Indah, Seringgu Jaya and Pemali Bamboo, while settlement patterns that tend to cluster are found in Samkai, Rimba Jaya and Kelapa Lima Villages. Some of the factors that determine preference in the city of Merauke, which cause the spread of urban settlements are the factors of proximity to the city center and workplaces so that they tend to settle in the downtown area. Other reasons such as cheap land prices also make settlements in some suburban areas.

3.3. Factors that influence the pattern of urban development

Influential factors include:

1. More likely to live in the city center due to the proximity of the city center and access to the workplace.

2. Settling on the outskirts of the city is another reason land prices are cheaper to make settlements.

3. Being close to the family environment and relatives will tend to form settlements of ethnic or tribal groups.

4. Utilities in the surrounding environment are available and fulfilling, and closer to settlements.

Trading, education, office and public services such as hospitals and so on are available nearer or not far from the settlement.

3.4. Land Use in the City of Merauke

At present, the composition of land use in Merauke City is generally dominated by built-up and filled areas with urban activities, such as shops, housing, industry, ports, and so on. In general, the pattern of land use in the City of Merauke still follows the main roads built. Most of the built-up areas are along the city streets and clustered in the Mandala and Maro Villages, and a small portion with a ribbon follows the road network in Samkai, Rimba Jaya, Bambu Pemali, Kalapa Lima and Karang Indah Villages.

3.5. Settlements in the City of Merauke

According to research Destiny Hamzah and Roland R. Barkey. The development of settlements in Merauke City from 1997 to 2007 experienced a rapid increase, where residential growth in the 10 years reached 134%. Clustered settlement patterns tend to be random in the villages of Mandala, Maro, Karang Indah, Seringgu Jaya and Pemali Bamboo, while settlement patterns that tend to cluster are found in Samkai, Rimba Jaya and Kelapa Lima Villages.

4. CONCLUSION

From the results of this study, it can be concluded that the development of the City of Merauke has not gone well, in accordance with the standards of a City's development, because the buildings have not been organized properly according to land use or urban zone classification. The lack of socialization by the government to the public regarding the RTRW and IMB so that the community builds does not follow the rules of building according to land use and the community is involved in not considering the direction of land use.

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