

**ANALISIS KEBERLANJUTAN PERMUKIMAN PADA  
KAWASAN URBAN SPRAWL STUDI KASUS KECAMATAN JATI AGUNG  
DAN KECAMATAN NATAR KABUPATEN LAMPUNG SELATAN**

**ABSTRAK**

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Permukiman di Kecamatan Jati Agung dan Natar, Lampung Selatan, tumbuh cepat pada 2015–2025 karena adanya Tol Trans-Sumatera, ITERA, Gerbang Tol Natar, Kota Baru, dan Bandara Raden Inten II. Pertumbuhan ini menekan lingkungan, menambah kepadatan bangunan, dan membuat fasilitas publik terbatas sehingga memicu urban sprawl. Penelitian ini bertujuan menganalisis pola perkembangan permukiman, menilai tingkat keberlanjutan, dan menyusun strategi kebijakan. Metode yang dipakai adalah deskriptif kuantitatif. Pola perkembangan dilihat dari citra satelit untuk mengukur perubahan lahan terbangun dan bentuk sprawl. Tingkat keberlanjutan diukur dengan MDS 4 dimensi: ekologi, sosial, ekonomi, dan institusi. Strategi disusun dengan analisis SWOT dan leverage. Lokasi penelitian mencakup 10 desa terdampak infrastruktur. Responden MDS 77 kepala keluarga, sedangkan 6 aparat desa/stakeholder untuk SWOT. Hasilnya, lahan terbangun bertambah 789,53 ha dari 1.807,93 ha menjadi 2.597,46 ha atau naik 44%. Jati Agung tumbuh 46%, lebih cepat dari Natar 40%. Pola dominan adalah *ribbon development* di sepanjang jalan utama dan *leapfrog development* di desa dengan sprawl tinggi. Dari 10 desa, 6 desa terindikasi *sprawl*. Desa Branti Raya 7,67, Desa Jati Mulyo 6,36, Desa Candimas 5,60, Desa Way Hui 5,56, dan Desa Banjar Agung 5,10 termasuk *strong sprawl*. Desa Fajar Baru 0,44 justru *low sprawl*. Keberlanjutan permukiman masih kurang. Dimensi Institusi 43,03 dan Ekologi 45,65 kurang berkelanjutan karena alih fungsi lahan pertanian, tutupan lahan terbangun tinggi, belum ada RDTR per kecamatan, zonasi sulit dipahami, dan sosialisasi lemah. Dimensi Sosial 55,80 dan Ekonomi 55,28 sudah cukup berkelanjutan. Strategi kebijakan disusun berdasarkan atribut pengungkit. Dimensi Institusi: percepat RDTR kecamatan dan zonasi serta tegakkan aturan. Dimensi Ekologi: kendalikan kepadatan bangunan, laju alih fungsi lahan, dan lindungi sawah. Dimensi Sosial: tingkatkan layanan pendidikan, fasilitas sosial, dan kesehatan. Dimensi Ekonomi: optimalkan akses dan angkutan umum berbasis Transit Oriented Development di sekitar Gerbang Tol Natar.

**Kata kunci:** Permukiman, Keberlanjutan, *Urban sprawl*, MDS

**ANALYSIS OF SETTLEMENT SUSTAINABILITY IN URBAN SPRAWL  
AREA CASE STUDY OF JATI AGUNG DISTRICT AND NATAR DISTRICT,  
SOUTH LAMPUNG REGENCY**

**ABSTRACT**

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*Settlements in Jati Agung and Natar Districts, South Lampung, grew rapidly in 2015–2025 due to the Trans-Sumatra Toll Road, ITERA, Natar Toll Gate, Kota Baru, and Raden Inten II Airport. This growth puts pressure on the environment, increases building density, and limits public facilities, thus triggering urban sprawl. This study aims to analyze settlement development patterns, assess sustainability levels, and develop policy strategies. The method used is descriptive quantitative. Development patterns are seen from satellite imagery to measure changes in built-up land and sprawl forms. The level of sustainability is measured by a 4-dimensional MDS: ecological, social, economic, and institutional. Strategies are developed using SWOT analysis and leverage. The study location includes 10 villages affected by infrastructure. MDS respondents were 77 heads of families, while 6 village officials/stakeholders for SWOT. As a result, built-up land increased by 789.53 ha from 1,807.93 ha to 2,597.46 ha or an increase of 44%. Jati Agung grew 46%, faster than Natar at 40%. The dominant pattern is ribbon development along main roads and leapfrog development in villages with high sprawl. Of the 10 villages, 6 villages indicated sprawl. Branti Raya Village (7.67), Jati Mulyo Village (6.36), Candimas Village (5.60), Way Hui Village (5.56), and Banjar Agung Village (5.10) are considered strong sprawl. Fajar Baru Village (0.44) is actually low sprawl. Sustainability of settlements is still lacking. The Institutional Dimension (43.03) and Ecology (45.65) are less sustainable due to conversion of agricultural land, high built-up land cover, the absence of RDTR per sub-district, difficult to understand zoning, and weak socialization. The Social Dimension (55.80) and the Economic Dimension (55.28) are quite sustainable. Policy strategies are formulated based on leveraging attributes. Institutional Dimension: accelerate sub-district RDTR and zoning and enforce regulations. Ecological Dimension: Control building density, land conversion rates, and protect rice fields. Social Dimension: Improve education, social facilities, and health services. Economic Dimension: Optimize access and public transportation based on Transit-Oriented Development around the Natar Toll Gate.*

**Keywords:** *Settlements, Sustainability, Urban Sprawl, MDS*