

Identification of Land Acquisition Planning Documents for the Proposed Religious Tourism Parking Lot at the Ki Ageng Pandanaran Mausoleum in Semarang City

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ABSTRACT

The research methodology uses a descriptive qualitative approach through regulatory analysis, inventory of existing conditions, and conformity assessment with the Semarang City Regional Spatial Plan. The results of the study show that the existing parking conditions in the cemetery area are not able to accommodate the increasing number of vehicles. The required land area is around 1,139 m² with the status of land owned by residents, so a fair land procurement mechanism is needed and in accordance with the rules. This study recommends the preparation of a Feasibility Study, Detailed Engineering Design, and environmental analysis as the basis for development implementation. Thus, the preparation of the DPPT is expected to provide legal certainty, protection for affected communities, and support the sustainable development of religious tourism destinations.

INTRODUCTION

One of the major problems in development for the public interest is the need for land whose procurement process by the government is obliged to hold the principles of humanity, justice, utility, certainty, openness, agreement, participation, welfare, sustainability, and harmony in accordance with the values of the nation and state. To ensure the availability of land for public interest development, the government issued Law Number 2 of 2012 concerning Land Acquisition which was later strengthened by Government Regulation Number 19 of 2021.

Religious Tourism of the Tomb of Ki Ageng Pandanaran is one of the popular spiritual destinations in Semarang City that is crowded with pilgrims. However, the increasing number of visits is not balanced by adequate parking lot capacity. The existing conditions show limited land around the tomb so that visitors' vehicles often park on the road, causing congestion, and interfering with the activities of the surrounding community. This parking problem also has an impact on the environmental and spatial aspects of the area. Therefore, it is necessary to prepare a Land Acquisition Planning Document (DPPT) for the construction of a representative parking area in accordance with regulations.

LITERATURE REVIEW

Research by Tenong et. al. (2022) stated that land acquisition planning includes the process of preparing the DPPT as the main document of the planning stage, where the local government receives documents from agencies that need land and forms a land acquisition preparation team. This study emphasizes that without a DPPT that contains elements such as the location of the land, the required area, an overview of the status of the land, and the estimated value of the land, the land acquisition process is prone to conflicts, delays, and legal uncertainty. Research by Bulba & Oktaviani (2023) found that one of the main causes of delays is the incomplete completion of pre-planning documents, including DPPT, before the preparation stage. This situation confirms that the preparation of an accurate and complete DPPT is not only important for legal certainty, but also to keep the project from being delayed and costs from swelling.

The results of Sopiayati & Faiq's (2025) research show that although the regulations of Law Number 2/2012 and Government Regulation Number 19/2021 have established the obligation to prepare DPPT, its implementation in the field still encounters obstacles such as the lack of valid land status data, clear physical boundaries of land, and lack of community participation in determining the value of compensation. This study recommends that feasibility studies, public consultation, and transparent financial estimates be included in the DPPT as part of the planning so that the document can truly be an effective tool to avoid disputes and ensure justice. A number of studies confirm that the availability of supporting infrastructure, including parking facilities, has a significant effect on the quality of religious tourism destinations (Yuliana et al., 2022; Harini et al., 2023). In addition, recent studies emphasize the importance of adaptive urban spatial planning to accommodate the needs of tourist transportation (Sutopo & Wibowo, 2024). Therefore, this study is focused on identifying land needs and

land acquisition strategies as the basis for planning the development of religious tourism parking areas.

METHODOLOGY

This study uses a descriptive qualitative approach. Data was collected through document studies, field observations, and consultations with relevant stakeholders, namely the Semarang City BPN, the Semarang City PUPR Office, the Semarang Water Planning Office, the Ministry of Agrarian and Regional Spatial Planning, the Directorate of Highways of the Ministry of PUPR, and the Directorate of Cipta Karya of the Ministry of Public Works. The results of data collection are then processed with several stages of analysis. The first analysis is a regulatory analysis, namely examining Law Number 2 of 2012, Government Regulation Number 19 of 2021, and Semarang City Regional Regulation Number 5 of 2021 concerning Amendments to Semarang City Regional Regulation Number 14 of 2011 concerning the Regional Spatial Plan (RTRW) of Semarang City. The second analysis is in the form of an inventory of existing conditions which aims to identify the limitations of parking lots, land ownership status, and socio-economic impacts of the affected communities. At the same time, an analysis of the suitability of the spatial layout was carried out to map the location of the prospective parking lot covering an area of $\pm 1,139 \text{ m}^2$ to the direction of the Semarang City RTRW. From these various analyses, recommendations are made in the implementation of land acquisition for the parking lot of the Religious Tourism Cemetery of Ki Ageng Pandanaran Semarang. a clear and concise version of your methods in conducting research, population and samples, and data analysis tools.

RESEARCH RESULTS

The location of Ki Ageng Pandanaran tomb is in the middle of a densely populated area. Precisely on Jalan Mugas Dalam II, Number 04, RT 07/RW 03, Mugassari, South Semarang District, Semarang City. The coordinate point of the tomb of Ki Ageng Pandanaran is located in the latitude range of -6.990952 and longitude 110.416175. The existing conditions in the Ki Ageng Pandanaran Tomb Religious Tourism area show the limitations of supporting infrastructure, especially the parking area. Currently, many visitors' vehicles, both two-wheeled and four-wheeled, are forced to use the shoulder of the road and residential areas of residents for parking. This causes congestion on neighborhood roads, disrupts residents' activities, and causes social complaints. This situation is exacerbated by the increasing number of religious tourists every year, especially on Islamic holidays and weekends.



Figure 1. Tomb of Ki Ageng Pandanaran

In addition to parking capacity issues, the existing conditions show that the spatial layout of the area is not designed to accommodate a large flow of vehicles. The location of the tomb in a densely populated neighborhood causes limited accessibility. Large tour buses are also difficult to reach the location, so they often stop outside the area and create an additional burden on local transportation. This situation indicates that the planning of new parking areas is very urgent to support the sustainability of the destination. The existing conditions also have a social impact, where some residents use the surrounding land for informal paid parking. Although it provides additional income, this practice often causes conflicts between residents and uncertainty for visitors. Thus, the provision of official parking lots will provide legal certainty as well as fairer economic opportunities.

DISCUSSION

Land Requirements

The tomb of Ki Ageng Pandanaran is one of the tourist destinations in Semarang City. Many tourists visit there, be it groups or individuals. With the crowd of visitors who come to the religious tourism object of the Ki Ageng Pandanaran Tomb, so that the area around the tomb cannot accommodate vehicles to park visitors who want to make a pilgrimage to the tomb, thus disturbing the community around the location. For this reason, it is proposed to immediately procure parking lots for visitors' vehicles. The proposed land area is located next to the north of the Ki Ageng Pandanaran Tomb.

Based on the results of the inventory, the land need for the parking area reached $\pm 1,139$ m². The proposed land is currently a former private school that functions as a boarding house, with the status of residents' ownership. The use of this land is in line with the needs because it is strategically located, directly adjacent to the tomb, and allows for rearrangement. Land needs are not only seen from the aspect of breadth, but also the capacity of vehicles. With a standard calculation of 25 m² per car unit and 2 m² per motorcycle, an area of 1,139 m² is estimated to be able to accommodate ± 45 cars or a combination of cars and

motorcycles. This capacity will greatly help reduce parking pressure on neighborhood roads.

In accordance with Law Number 2 of 2012 concerning Land Acquisition and Government Regulation Number 19 of 2021, the mechanism for compensation to land owners is carried out through deliberation to reach an agreement. The form of compensation can be in the form of money, replacement land, resettlement, share ownership, or any other form agreed upon by both parties. In the procurement of parking lot for the Tomb of Ki Ageng Pandanaran, the most possible form of compensation is in the form of cash with an amount according to the fair market value determined by an independent appraiser. The initial estimated value of the asset is approximately IDR 5,964,500,000 (Five Billion Nine Hundred Sixty Four Million Five Hundred Thousand Rupiah) which can be used as a land purchase price with a land price of approximately IDR 5,100,000 per m².

Another important aspect is the need for land for vehicle access and pedestrian circulation. Therefore, in parking planning, it is necessary to provide space for vehicle lanes, green spaces, and pedestrian-friendly accessibility. This means that land needs are not only based on gross area, but also proportional allocations.

Spatial Suitability

The suitability of the proposed location with the Regional Spatial Plan (RTRW) of Semarang City is an important aspect in the preparation of the DPPT. Based on the RTRW map, the 1,139 m² land is in the residential zone. In accordance with Article 7 of Law Number 2 of 2012, land in residential zones can be converted into public facilities, including tourist parking areas, as long as it is determined through a Detailed Spatial Plan (RDTR).

Further analysis shows that South Semarang District has been designated as an urban strategic area with social, economic, and tourism service orientation. Thus, the addition of a parking lot for religious tourism in Mugassari Village is still in accordance with the regional development policy. The adjustment of the function of this space will support the harmonization of spatial planning, considering that religious tourism is part of the development plan for cultural and spiritual destinations in the city of Semarang.

However, the suitability of spatial planning is not only related to the function of the land, but also the integration with the transportation network. The path to the Ki Ageng Pandanaran Tomb needs to be rearranged to support parking accessibility. This is in accordance with the research of Sutopo & Wibowo (2024) which emphasizes the importance of integrating spatial planning with transportation systems to support tourist destinations in urban areas.

Socio-Economic Impact

The procurement of parking lots will have significant socio-economic impacts. On the positive side, the existence of official parking will reduce congestion, increase visitor comfort, and open up new business opportunities for local residents. Traders, authorized parking service providers, and MSMEs will benefit from the increased flow of visitors. In line with the research of Rizki & Rahmawati (2021), the existence of religious tourism support facilities has been proven to increase the income of local communities.

However, the negative impact cannot be ignored either. Some residents who own land or buildings affected by the relocation will lose their assets. Therefore, a mechanism for compensation according to market value is essential to maintain justice. Based on the results of the study, the estimated land value reached IDR 5.1 million/m², with a total of around IDR 5.96 billion for the entire land. This value must be set by an independent appraiser to be transparent and acceptable to all parties.

In addition to compensation, non-physical aspects such as business loss, moving costs, and the psychological impact of residents also need to be taken into account. Although initial documents show no major non-physical losses, community participation must be maintained to prevent conflict. As stated by Sopiayati & Faiq (2025), the success of land acquisition is largely determined by public participation and transparency in the consultation process.

Research by Harini, Nugroho, & Wulandari (2023) supports these findings by showing that the construction of tourism support facilities, including parking lots, contributes to increasing local economic activity through the turnover of small business capital and the creation of new jobs. Similar findings are also shown by Putri & Santoso (2023) who emphasize the importance of integration between tourism infrastructure procurement and community empowerment, so that economic benefits can be felt more evenly by the communities around religious tourism areas.

CONCLUSION AND RECOMENDATION

This study confirms the need for land acquisition for the construction of a parking area in the Ki Ageng Pandanaran Tomb Religious Tourism Semarang. The existing conditions are inadequate to accommodate the increasing number of visitors, thus causing traffic and social problems. With a land requirement of ±1,139 m² and an estimated cost of IDR 5.96 billion, the procurement process must refer to Law Number 2/2012 and Government Regulation Number 19/2021. The preparation of the DPPT is very important as a legal and technical basis. This study recommends the preparation of a *feasibility study (FS)*, *detailed engineering design (DED)*, and *environmental analysis (AMDAL/UKL-UPL)* as the basis for development implementation. Proper implementation will support the sustainable development of religious tourism and improve the welfare of the surrounding community.

ADVANCED RESEARCH

This study needs to be complemented by a more comprehensive analysis. Future studies can focus on analysis related to the environmental and social impacts of the construction of parking areas, including long-term financial feasibility studies as well as the integration of sustainable transportation systems around religious tourism areas. The next study is also suggested to assess the effectiveness of the community participation model in the land acquisition process so that it can be an example of best practices for other religious tourism destinations in Indonesia.

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