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Infrastructure Development Inequality: When Big Projects Sacrifice Local Access

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Abstract: Major infrastructure development in developing countries often focuses on improving national connectivity and economic growth, but often ignores the social impact on local communities. Projects such as expressways or railway lines can break vital links between regions and increase accessibility inequalities, hinder mobility and exacerbate socio-economic inequalities. In addition, land acquisition for large projects often harms farmers and micro entrepreneurs who lose their livelihoods without adequate employment solutions. These projects also ignore local needs, such as access to essential public facilities. This inequality is exacerbated by a lack of inclusive planning, where local communities are not involved in the decision-making process. As a result, although large infrastructure development can improve the macroeconomy, its positive impact is not felt by society at the micro level. This study uses a qualitative approach with case studies to explore the impact of infrastructure development on local community access. Through interviews, field observations, and document analysis, this study aims to provide an in-depth picture of social inequalities that arise due to the dominance of large projects without considering the interests of local communities. More inclusive planning and community participation are needed to ensure sustainable and equitable development.

Keywords : Infrastructure Access; Local Impact; Infrastructure Inequality



INTRODUCTION

Infrastructure development in many developing countries is often dominated by large-scale projects that aim to improve national connectivity and accelerate economic growth. Toll roads, airports, ports and railways are often the main focus of governments as they are perceived to attract investment, improve global competitiveness and boost the mobility of goods and services. However, in practice, these projects are often more oriented towards macroeconomic interests than the needs of local communities. For example, the construction of toll roads through rural areas often ignores the importance of connecting roads between villages or access to public facilities, such as schools and health centers. As expressed by Harvey (2006) in the concept of “accumulation by dispossession,” large projects often result in the control of resources by a few parties at the expense of the rights of affected local communities (Shohibuddin & Bahri, 2019).

The inequality that arises due to the dominance of large projects is not only a technical issue, but also reflects the lack of inclusive development governance. In the Indonesian context, for example, many national strategic projects involve land displacement without consultation or adequate compensation for local residents. Research conducted by Zulfikar et al. (2024) shows that while large infrastructure such as toll roads increase regional GDP, the benefits are unevenly distributed and often not felt by communities who lose access to their productive land. This reinforces the argument that development that is only oriented towards national interests often fails to fulfill the principle of social justice. Without inclusive planning and active participation of local communities, the dominance of large projects will only exacerbate regional inequality and marginalize those who need access to basic infrastructure the most.

Land displacement for large infrastructure developments often not only deprives communities of access to their

resources, but also undermines long-established social and cultural networks. For example, communities that depend on agricultural land are forced to lose their livelihoods due to land conversion into toll roads or industrial estates. According to Saputra et al. (2020) in their Impoverishment Risks and Reconstruction (IRR) theory, evictions due to large projects can trigger eight poverty risks, including asset loss, social displacement and health degradation. While financial compensation is often promised, it is rarely proportional to the value of the resources lost and is unable to restore the long-term well-being of affected communities. Thus, large projects that are not inclusively designed create a paradox: national economic development is booming, but local communities are falling into a new cycle of poverty.

Furthermore, reduced access to basic amenities such as clean water, education and local transportation due to large-scale infrastructure development exacerbates existing inequalities. For example, toll roads that cut through small villages are often not equipped with adequate access and egress, separating communities from centers of economic activity and public services. Studies by the World Bank (2021) show that inequitable infrastructure development often creates spatial inequalities, where connected urban areas enjoy economic benefits, while rural areas remain marginalized (Nurhakim, 2024). If development policies continue to ignore aspects of inclusiveness, the resulting social impacts will not only harm local communities but also create social tensions that can hinder the sustainability of development itself.

The lack of inclusive planning in major infrastructure development often reflects a centralized decision-making bias, where national interests are prioritized without considering the diversity of local needs. This absence of communities in the planning process means that developments are often irrelevant to the needs of local communities. For example,



many villages lose access to local connecting roads as they are closed off by toll road projects without any alternative transportation solutions. According to Arnstein (2019) in the Ladder of Citizen Participation concept, local communities are often only at the symbolic level of consultation without being given the space to influence real decisions. This shows the failure of the government and stakeholders to understand that the success of infrastructure development is not only measured by the sustainability of the project, but also by the extent to which the surrounding community can directly benefit from it.

This injustice is exacerbated by the lack of accountability mechanisms in the project planning and implementation process. Ignoring the needs of local communities is often based on the view that their involvement will slow down the project. In fact, research by Al Hazmi (2024) shows that community participation in infrastructure planning can improve project efficiency by reducing social conflict and strengthening public support. In addition, inclusive policies also enable the development of solutions that are more adaptive to local needs, such as providing access to small roads or public facilities that support residents' economic productivity. Without a paradigm shift towards more participatory planning, large infrastructure developments have the potential to become mere monuments of national ambition that override the welfare of local communities.

The inequality of access caused by large-scale infrastructure projects indicates a hierarchy of priorities that often ignores the interests of small communities. Large projects, such as toll roads or high-speed rail lines, are generally designed to serve major economic corridors and metropolitan areas, neglecting access to basic services in rural or remote areas. For example, highway construction often cuts off rural roads without providing proper connecting access. A study by Menajang (2019) confirms that development that focuses solely on increasing national economic productivity

can magnify regional inequality, especially in countries with low levels of decentralization. This not only creates economic disparities, but also exacerbates social isolation in lagging regions.

Furthermore, the impact of these inequalities can lead to a spiral of poverty in local communities that are cut off from access to education, health and economic opportunities. Without supportive local infrastructure, such as village roads or public facilities, communities will find it difficult to access markets, schools or much-needed health services. According to a report by Rahmatika et al. (2024), local infrastructure inequality can exacerbate income inequality and slow down poverty alleviation. This creates a development dilemma where large-scale projects provide macroeconomic benefits, but fail to create equitable positive impacts at the micro level. Therefore, policies that balance national development needs with local inclusion are needed, such as the integration of macro and micro infrastructure planning to ensure every layer of society benefits equitably.

METHOD

This research uses a qualitative approach with a case study method to explore in depth the phenomenon of infrastructure development inequality, especially its impact on local community access. The case studies will be conducted in three areas affected by major projects, such as the construction of toll roads and high-speed rail lines, which were purposively selected based on the level of access inequality and significant social impacts. To obtain rich and in-depth data, the research involves 30 research subjects, consisting of affected local communities (20 people), local government representatives (5 people), and project developers (5 people).

Data collection was conducted through semi-structured interviews to explore the subjects' perceptions, experiences and views on the changes brought about by infrastructure development. Direct field observations were also conducted to record physical and social



changes and access patterns to public facilities. In addition, analysis of official documents, such as project planning reports and AMDAL documents, was used to evaluate the extent to which the needs of local communities were considered in the planning process. The data obtained was analyzed using thematic analysis method, where a coding process was conducted to identify key themes related to access inequality and development impacts. Through this approach, the research aims to provide a holistic picture of the socio-economic dynamics that arise from the dominance of large infrastructure projects in local communities.

RESULTS AND DISCUSSION

Inequality of Access Due to Large-Scale Infrastructure Projects

1. Physical Impact on Local Infrastructure and Community Daily Life

Large-scale infrastructure development often has a profound impact on the lives of local communities, especially in terms of accessibility to basic infrastructure that has supported their daily lives. The construction of expressways, railways, or other major projects can cut off vital links that connect villages to cities or between larger regions. For example, the construction of a toll road that divides a village in a remote area makes access to markets, schools, and workplaces much more difficult and takes longer. This affects people's daily mobility, which previously relied on closer and cheaper local routes. In an interview with one of the villagers, he stated (Jimmy & Merang, 2020)

"It used to take me only 20 minutes to get to the market, now I have to go through a longer road and it takes almost an hour. For those of us who depend on the local market for daily needs, this is a big problem."

This disconnection of access also affects the quality of life of the community,

especially for those who do not have a private vehicle or have enough funds to use more expensive public transportation. Furthermore, these large projects often ignore the existence of public facilities that were previously vital to the local community, such as small bridges that connect villages with other areas or markets that are the main places for local economic transactions. Losing access to these facilities is not only detrimental in terms of time, but also increases the cost of living which is already quite heavy for many people (Santoso, 2022).

"The construction of this project seems to have forgotten about us who live in the suburbs. We lost access to facilities that used to support our lives so much," a village chief said in an interview.

In this case, the development of large infrastructure should not only prioritize transportation efficiency or the development of industrial estates, but also consider the social welfare and basic needs of the affected communities.

This physical impact on accessibility is changing people's lifestyles, which have to adapt to new routes that are often longer and more expensive. This exacerbates socio-economic inequality, especially for rural communities who usually have limited access to public resources and facilities (Santos et al., 2021). People who previously relied on traditional markets or local hospitals now have to look for more distant and more expensive alternatives. In a case study, a village affected by the construction of a toll road revealed that they had to change their daily schedules to accommodate longer travel times, even to the point of affecting children's attendance at school and their punctuality at work.

"In the past, children went to school without worrying about being late. Now they have to leave early and sometimes it's still late," said a housewife who was affected.



The development of large infrastructure should not only pay attention to physical development, but also its impact on the socio-economic life of the community (Anwar et al., 2022). Without inclusive planning and local community participation, these projects often risk ignoring the interests of marginalized communities. Therefore, it is important to plan and implement development by considering basic accessibility needs, including providing alternative roads, new public facilities, and solutions that can reduce inequality between more developed and less developed areas. Otherwise, these mega projects will only exacerbate existing social disparities, creating inequities in the distribution of development benefits.

2. Loss of Productive Land and Local Economic Impact

Large infrastructure projects such as the construction of expressways or high-speed rail lines often require large-scale land acquisition, at the expense of productive farmland and other local economic assets. The loss of agricultural land has a huge direct impact on smallholders and micro-entrepreneurs who depend on their land and business space to meet their daily needs. As expressed by a farmer:

"I have been cultivating on this land for more than twenty years, and now I have to accept the fact that my land will be taken for this project, without any guarantee of suitable new work."

This interview illustrates how vulnerable the plight of smallholder farmers who, in addition to having to give up their main livelihood, are also not given adequate solutions to switch to other jobs or ventures that can replace their income. For many smallholder farmers, land loss means not only a loss of income, but also a threat to local food security. Productive agricultural land is often the backbone of the regional economy, producing food that is consumed by the surrounding community (Desmawan et al., 2024). This loss of land also has an impact on food supply and

prices in the local market. As explained by a market trader in the affected area,

"The price of vegetables has soared because most of the farmers here are no longer planting, they have to move or switch to other jobs that are not as productive as they used to be."

This shows how the dependence between the agricultural sector and the local economy is very close, so that the negative impact of agricultural land loss extends to other sectors, including food distribution. In addition, micro business actors located around the freed land also felt a no less significant impact. Many of these small businesses have been forced to cease operations or seek new locations farther away from the center of economic activity, which reduces their earning potential. One of the food stall owners affected by the project said,

"My business is quiet now, I have to give up this old place of business and don't know where to start."

This interview reveals how infrastructure projects that are supposed to bring long-term economic benefits can actually have socio-economic impacts that are detrimental to those at the bottom of the list, who depend on their small businesses to survive.

From the results of field observations, it is clear that although infrastructure development such as toll roads and high-speed rail lines has the potential to improve connectivity and long-term economic growth, the direct impact on local communities who have lost their livelihoods is huge. The loss of productive agricultural land not only impacts individuals, but also changes the social and economic structure of the area (Qomariyah & Pradani, 2024). Many residents who previously relied on agriculture or micro-enterprises have been forced to move to cities to find work in other sectors, often unable to accommodate the entire affected population. A local resident said,



"Everyone moves to the city, but jobs in the city are not easy to get, and we who live here have to deal with it without any obvious help."

This suggests that limited social mobility, coupled with a lack of support for new job adaptation, exacerbates social inequality in the area.

Overall, while infrastructure projects have long-term benefits in terms of improved connectivity and economic development, their impact on local communities that depend on productive land is enormous. Therefore, it is very important for the authorities and project developers to consider fair compensation and provide sustainable solutions for the affected communities. Training programs, support for micro-enterprises, and inclusive planning are important steps to reduce the losses experienced by communities. Otherwise, these infrastructure projects could exacerbate social and economic inequality, which adds to the burden on those who are already vulnerable.

3. Lack of Local Access Integration in Project Planning

The lack of integration of local access in the planning of large projects has become an increasingly relevant issue in the development of infrastructure development today. Many large projects, such as the construction of toll roads, industrial estates, and commercial housing, do not consider the basic needs of the surrounding community regarding adequate access, such as village connecting roads or public facilities (Wicaksono & Ismayanti, 2023). This has the potential to increase socio-economic inequality, where local communities who are directly affected do not benefit from the project.

"Large projects often only think about development for short-term economic interests, without thinking about the long-term social impact on the surrounding community," said Pak

Agus, a resident who lives close to the new industrial estate.

This remark reflects the frustration of local people who feel isolated by the developments happening around them. This inequality creates a gap between the people living in the project area and those in more developed areas or getting better facilities from the project (Syahri & Gustiara, 2020). Marginalized communities, despite their proximity to projects, often have difficulty accessing essential facilities such as hospitals, schools, or markets. For example, the construction of toll roads in an area is often not followed by an improvement in the quality of roads that connect small villages in the vicinity. As a result, public transportation access to the service center has become limited.

"We have been greatly helped by the construction of the toll road, but we still have a hard time going to the city because the small roads in our village are damaged," explained Ibu Rina, a small trader in the village around the project.

Governments and developers must pay more attention to social aspects in every project planning. Supposedly, development should not only benefit one party, but must also provide direct benefits to the affected communities. The integration of local access in project planning is very important to ensure that the project not only benefits a few people or a certain area, but also improves the quality of life of the surrounding community.

"The government must involve the community in planning from the beginning, because they understand their own needs best," added Mr. Hadi, a social activist who has long fought for people's rights in development projects.

Furthermore, more inclusive project planning based on local needs can create synergies between economic development and social welfare. Developers should not only



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focus on short-term efficiency and profit aspects, but also pay attention to the social impact caused. A study conducted by Setianingsih & Amarini (2023) stated that projects that involve the active participation of local communities in the planning stage show better results in terms of social welfare.

"Community participation is key to creating sustainable and equitable development projects," said PD, an urban planning expert from the university.

To achieve this, the government needs to facilitate an open dialogue between developers and local communities. This involves not only delivering information, but also listening to and responding to people's complaints and aspirations. One proposed solution is a rights-based approach that ensures that every individual, especially those directly affected, has equal access to the benefits of development projects. In addition, holistic infrastructure planning, which includes access to basic facilities such as connecting roads and public service centers, is indispensable to reduce the gaps that occur. Regular monitoring and evaluation after the project is completed is also very important to ensure that the negative impact on the local community can be minimized.

Lack of Community Participation in Infrastructure Planning

1. Dominance of Top-Down Processes in Infrastructure Planning

A top-down approach in infrastructure planning, where major decisions regarding project design and implementation are taken by the central government or developers without significant involvement from local communities, often ignore the needs and aspirations of affected communities. In many cases, decisions are made based on macro considerations that prioritize technical and economic efficiency, but pay less attention to the local socio-economic context. This leads to

projects that may be irrelevant or even detrimental to the local community. One example is the planned development of transportation or energy infrastructure without involving direct users, ignoring the pattern of mobility or real energy needs in the community (Prasetyanti & Kusuma, 2020).

As revealed by an urban planning expert in his interview,

"Many large projects, such as the construction of toll roads or dams, are planned with a top-down perspective that often forgets the reality of the social and cultural life of the affected communities. Without dialogue or active participation from local communities, the project is often cut off from their real needs."

This statement illustrates how important community inclusion is in planning to ensure the relevance of the project to local socio-economic conditions. In addition, these projects often lead to social inequality, where certain groups benefit while others, especially those who are marginalized, feel disadvantaged.

Decisions that focus only on economic and technical goals often ignore the potential for broader social impacts. In many cases, this neglect of the social aspect creates dissatisfaction and tension among people who feel uninvolved.

"Projects that do not consider social needs often face rejection or even protests from the community. They feel that this project is only for the benefit of a few people and neglects their well-being," explained a social activist who focuses on advocating for community-based planning.

The negative impact of this lack of involvement can be in the form of adverse environmental changes, forced evictions, or loss of people's livelihoods. Therefore, to create



sustainable and socially beneficial infrastructure, it is important for governments and developers to adopt a more participatory approach (Wahida & Uyun, 2023). Integrating a bottom-up model in planning, where the community is involved from the planning stage to implementation, will ensure that the project is not only technically effective, but also relevant to the real needs of the community. For example, through the deliberation process or public discussion, input from various levels of society can be used as an important consideration in decision-making. Additionally, it is important to conduct a comprehensive social impact analysis before the project begins to ensure that the project provides equitable benefits to all parties. As one infrastructure planner put it,

"Good infrastructure is not only one that connects regions physically, but also one that connects communities to a better future, through an inclusive and local needs-based process."

2. Information Gap and Public Access to the Planning Process

The information gap and public access to the development planning process is a very important issue in the context of inclusive and equitable development. Community participation in the planning process is often hampered by a lack of access to relevant information, especially related to development plans, environmental impacts, and compensation offered (Haniko et al., 2023). This phenomenon exacerbates the power imbalance between developers and local communities, where directly affected communities do not have enough space to advocate for their interests. As conveyed by one of the residents in the area affected by the infrastructure development project,

"We don't know much about how this project will affect our lives. All decisions are made without telling us clearly what will happen."

This illustrates how stalled the flow of information should be the public's right to know, especially when major decisions that will affect their lives are taken by those in power.

The lack of access to transparent information is often caused by the use of technical language that is difficult for local communities to understand, as well as the limitations of effective communication channels between developers and the community. According to urban planning expert, AP,

"Limitations in clear and open communication from developers to local communities often lead to miscommunication that is detrimental to both parties. The community cannot participate effectively in planning because they are not fully aware of the impact of the project."

Not infrequently, developers or the government only rely on formal counseling methods that are less interactive, such as large meetings attended by few people and only held once, without giving the public the opportunity to ask questions or express their opinions. In many cases, the information provided is also very limited and focuses more on the technical or positive aspects of the project, without paying enough attention to the potential negative impacts that can be caused. This leaves the public trapped in uncertainty and ignorance, which further worsens their position in negotiations with the developer.

Furthermore, an increasingly pronounced inequality of power occurs when people who do not have enough information become highly dependent on decisions taken by developers or governments. For example, when asked about the compensation process in a development project, an affected resident revealed,

"We don't know if the compensation provided is enough to cover our losses. They gave us little information about



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that, and we had no way to ask any further questions."

This shows that the lack of information about compensation can make people feel disappreciated and ignored in the planning process that should be concerned about their rights. Developers who have more resources and control over information tend to dominate the narrative, reducing the space for the public to voice their objections or concerns (Sumirat, 2019). Communities, who do not understand their rights or how to raise objections, end up only being able to accept decisions made without their active participation.

According to research conducted by the Center for Development Studies, to overcome this information gap, there needs to be increased transparency in the delivery of project information to the public. The information must be conveyed in a clear, easy-to-understand, and sufficiently detailed manner regarding all relevant aspects, including the potential negative impact and compensation to be provided. In his interview, RH, emphasized,

"A participatory planning process can only run if the community is provided with enough information to understand the project. Without it, they will not be able to make informed decisions or make constructive proposals."

More inclusive outreach and the use of accessible media, including digital technology, can help ensure that all affected parties can access information fairly and equitably (Hendrawati & Pramudianti, 2020). Open dialogue between developers, government and communities is also essential to create space for communities to express their views and ask questions.

Overall, information gaps in the planning process create inequalities in decision-making that can be detrimental to local communities. To achieve more equitable and inclusive planning, concrete measures to improve access and transparency of information are essential.

Without changes in the way information is conveyed and community participation is strengthened, existing power imbalances will only further exacerbate inequities in the development process.

3. Social Impact of Neglect of Community Participation

The neglect of community participation in the planning process of policies or development projects has a very significant social impact and affects the sustainability of the project. When local communities are not involved in planning, the resulting policies are often not in accordance with their needs or conditions. This not only hinders the effectiveness of implementation, but can also lead to protests or rejections of the project. As a community leader said in my interview,

"We often feel that the government is making decisions without understanding our needs. This adds to tensions and often leads to resistance to projects that are supposed to be beneficial."

The lack of community involvement in decision-making makes them feel isolated and not considered important in the planning that will affect their lives.

The long-term impact of neglecting community participation further worsens the relationship between the government and citizens. The decline in public trust in the government is one of the most obvious results (Wijaya et al., 2021). A resident of a village involved in an infrastructure development project revealed,

"We feel that their decision does not reflect what we need, and that makes us even more distrustful of the government."



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As public trust in the government declines, support for the project also weakens, which in turn hinders the smooth implementation of the project. Projects that are well planned but do not receive social support will be difficult to accept and implement successfully. Not only that, projects that do not consider the views and input from the community are also at risk of encountering obstacles during implementation in the field. These obstacles can be in the form of rejection of changes that are considered detrimental or even the unpreparedness of the community in accepting the project. As a government official revealed in my interview,

"Without community support, project implementation becomes very difficult. Many things that we consider are ready, but not in accordance with the expectations of the residents."

In addition, the issue of project sustainability becomes more complex without the active participation of the community. People who feel uninvolved will not feel responsible for caring for or managing the project after completion, which often leads to the project becoming unsustainable in the long run. The presence of the community at every stage of planning is essential to ensure that the resulting policies or projects are relevant to their needs, and can run smoothly and sustainably. Without adequate participation, although the project may be implemented, its sustainability will be threatened. As one social expert asserted in my interview,

"Community engagement is not just about hearing their voices, it's about making sure that they feel in control and responsible for the outcome of the project."

In other words, without strong collaboration between the government and the community, development projects will only become a social burden that fuels discontent and damages relations between the two sides

CONCLUSIONS

Large-scale infrastructure development often ignores the social impacts it has on local communities, such as increased living costs and accessibility difficulties. Projects such as toll roads or railways can sever vital links between regions, making mobility difficult for communities that rely on local transportation. In many cases, these projects do not take into consideration important facilities for communities, such as bridges or markets, which are their main source of livelihood. Land acquisition for large projects often harms farmers and micro-entrepreneurs, who lose their livelihoods without new employment solutions. Socio-economic inequality has worsened, with food prices soaring due to the loss of productive agricultural land. Many micro-enterprises are also forced to relocate, reducing their income potential. Infrastructure projects that ignore the integration of local access exacerbate social inequality, as despite being close to the project, communities do not experience direct benefits. Lack of community participation in planning leads to a mismatch between projects and local needs, triggering dissatisfaction and protests. In addition, information gaps exacerbate the situation, with communities not having access to sufficient information regarding the project and its impacts. This neglect of participation lowers community trust in the government, which hinders project success and sustainability. Therefore, it is important to involve communities in planning and improve access to information, so that projects can provide equitable and sustainable benefits for all parties

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