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# The Legal Aspects of Determining the Feasibility of Cable Car Tourist Attraction in Pelaga, Bali, Indonesia

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## Abstract

**Purpose:** The purpose of this work is to carry out a feasibility study of cable car tourist attractions in agrotourism in Pelaga Village, Petang District, which focuses on studying several aspects that can have an effect. **Methodology/approach:** Mix methods between quantitative in the form of field and online surveys, and qualitative in the form of interviews and observations. The initial survey has been carried out by visiting 3 points where the cable car tourism development plan is located in Pelaga Village. The observation method (observation) is a data collection technique that requires researchers to go to the field to observe things related to space, place, actors, activities, objects, time, events, goals, goals, and feelings. **Results/Findings:** The Feasibility of the cable car tourism attraction in Pelaga, Bali, Indonesia is feasible in terms of several aspects such as market and tourism aspects, legal and institutional aspects, social and cultural aspects, regional planning aspects, economic aspects, and aspects environment. **Contribution:** This Feasibility Analysis aims to (1) prepare a study on the development of cable car tourist attractions which are expected to provide added value for improving the community's economy, especially in North Badung. (2) Conduct an in-depth study of various aspects that affect the achievement of the development goals of the attraction. (3) Provide recommendations to officials related to the development plan of cable car tourist attractions concerning sustainable tourism. (4) Provide a feasibility assessment of the program or plan for the development of cable car tourist attraction to better ensure its success and

anticipate budget utilization. (5) Provide recommendations/considerations in decision-making for related parties on the planning for the development of cable car tourist attractions in Pelaga Village, Petang, Badung, Bali. **Implication:** The implications of this research are expected for all development of tourist attractions that have the potential to change the Regional Spatial Planning, must meet the technical and legal aspects by carrying out the feasibility in terms of several aspects such as market and tourism aspects, legal and institutional aspects, social and cultural aspects, regional planning aspects, economic aspects, and environmental aspects.

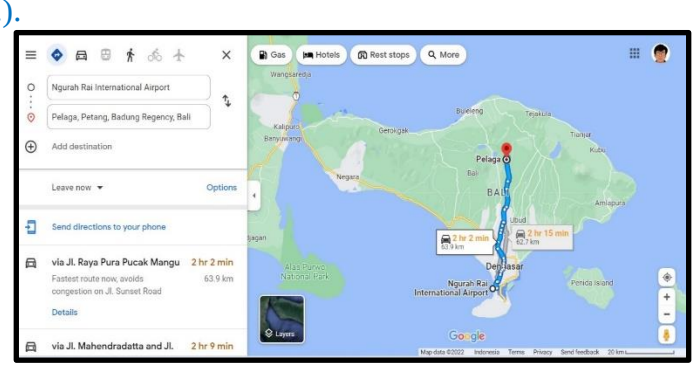
**Keywords:** Feasibility Study, Cable Car, Hilly Area, Tourist Attractions, Tourist Destination.

## Introduction and Background

The development of the tourism sector is expected to provide benefits to the community because the tourism sector is one of the development sectors in the economy. Tourism is one of the non-oil and gas sectors which is expected to make a significant contribution to the country's economy. This effort to develop the world of tourism is supported by Law no. 10 of 2009 which states that the existence of tourism objects in an area will be very beneficial, including increasing Regional Original Income, increasing people's living standards, and expanding job opportunities considering the increasing number of unemployed today, increasing love for the environment and preserving nature and local culture (Utama & Trimurti, 2019b); (Utama et al., 2021).

One of the efforts to improve the socio-economic life of the surrounding community and increase the Regional Original Income of Badung Regency is to make breakthroughs in the development of tourist attractions. The agro-tourism area in Pelaga Village, Petang District has a panoramic view of valleys, hills, and unspoiled plantations, as well as waterfalls that adorn the surrounding atmosphere. The breakthrough that can be made is a vehicle in the form of a cable car. The breakthrough is expected to increase tourism interest in visiting locations that can increase the number of tourists to Petang District, especially Pelaga Village, North Badung (Antara, 2011); (Astuti, 2017).

The construction of this attraction is directed at its location on land owned by the regional government equipped with infrastructure facilities following the needs analysis that has been carried out. This year, the recommendation was followed up by first ensuring the feasibility of developing attractions from various aspects in the form of a Feasibility Study. The results of this feasibility study will be the basis for the implementation of all stages of the construction of the cable car tourist attraction in Pelaga Village, Petang District, North Badung (Ariyanti et al., n.d.).




**<Fig. 1>** Google Map of Cable Car Attraction Location, Bali Island, Pelaga Village (Start point Ngurah Rai International Airport, and destination Pelaga, Petang, Badung Regency, Bali)

The purpose of this work is to carry out a feasibility study of tourist attractions in agrotourism in Pelaga Village, Petang District, which focuses on studying several aspects that can have an effect. This feasibility analysis aims to (1) prepare a study on the development of cable car tourist attractions which are expected to provide added value for improving the community's economy, especially in North Badung. (2) Conduct an in-depth study of various aspects that affect the achievement of the development goals of the attraction. (3) Provide recommendations to officials related to the development plan of cable car Tourist Attractions concerning sustainable tourism. (4) Provide a feasibility assessment of the program or plan for the development of cable car tourist attraction to better ensure its success and anticipate budget utilization. (5) Provide recommendations/considerations in decision-making for related parties on the planning for the development of cable car tourist attractions in Pelaga Village, Petang District.

The targets are: (1) There is an understanding of the importance of conducting a feasibility study to ensure the success of the work program to be implemented. (2) The results of a feasibility study can provide a more definite direction on the development plan of a Tourist Attraction (Changed Car) in terms of the market aspect, technical aspect, financial aspect, environmental aspect, legal aspect, economic aspect, and social aspect.

## Theoretical Framework

Tourism is an activity aimed at providing tourism services, providing and operating tourist attractions, tourism facilities businesses, and other businesses related to tourism. Tourism is one of the engines of the world economy which is proven to be able to contribute to the prosperity of a country. Tourism development can stimulate business activities to generate social benefits. cultural, and economic significance for a country. When tourism is planned properly, it should be able to provide benefits to the community at a destination (Trimurti & Utama, 2021); (Utama & Trimurti, 2020).

## Literature Review

A regional attraction for a tourist destination will be able to attract tourists to visit it if it meets the elements of a tourist attraction, namely: (1) an attraction that can be witnessed (what to see), (2) tourist activities that can be done (what to do), (3) something that can be bought (what to buy), (4) means of transportation (how to arrive), (5) lodging (where to stay). How is the feasibility of developing cable car tourist attractions in Pelaga Village Agrotourism, Pelaga District which focuses on the study of several influential aspects, as follows: (1) Scarcity of cable car attractions, (2) Naturalness, (3) Uniqueness of cable cars, (4) Involvement of Manpower, (5) Optimization of land use, (6) Justice and equity considerations, (7) Spatial lanning (Utama & Trimurti, 2020); (Utama & Trimurti, 2019b); (Krismawintari & Rai Utama, 2019); (Antara, 2011). To be able to develop an area into a tourism area (including agro-tourism) five elements must be met, such as (1) Attractions, (2) Facilities: (Amenities), (3) Infrastructure (Amenities), (4) Transportation (Accessibility), (5) Hospitality (Pitana & Diarta, 2009); (Pitana, 2010).

***Types of Cable Cars***

A cable car is a hanging car that runs on a cable. Cable car lines are generally straight lines and can only turn at small angles at intermediate stations. Cable car lines are generally straight lines and can only turn at small angles at intermediate stations. The type of cabin that is commonly used is a gondola with a capacity of 4 to 12 passengers with a speed of 4 to 6 m/s (Echtner, 2002); (Andrianto & Sugiama, 2016). In general, the cable car consists of 2 (two) types, namely the gondola cable car and the funnel cable car. The two types of the cable car are described as follows: (1) Detachable gondola cable car. (2) The gondola cable car (Detachable Gondola) is the most popular and widely used type of cable car. The advantages of this type of cable car are its relatively lower cost budget than other systems, light construction, with relatively small towers. (3) Funitel cable car (Double loop monocable gondola), (4) Funitel cable car (Double loop monocable gondola) uses two cables that rotate continuously (Echtner, 2002); (Andrianto & Sugiama, 2016); (Mayer, 2009); (Hilton, 2022); (Liu & Hsu, 2015). The cable car attractions in Indonesia are still few number, and even then they are developed with very simple technology, such as (1) Taman Mini Indonesia Indah (TMII), Jakarta, (2) Kumala Island, East Kalimantan, (3) Taman Impian Jaya Ancol, Jakarta, and (4) Timing Beach, Gunung Kidul, Yogyakarta (Hofer et al., 2016); (Sutopo et al., 2020); (Sahri et al., 2020). However, in some countries, cable car attractions have become a tourist attraction that can attract a large number of tourists. The attractions are Blackcomb and Whisler (Canada), Rio de Janeiro (Brazil), Cabrio (Switzerland), Mount Tianmen in China, Malaysia from Genting Skyway, Bolivia over Mi Teleférico, Kharkiv Lift Ukraine, Palm Springs Aerial Tramway USA, Ngong Ping 360, Hong Kong, Mérida cable car in Venezuela (Zhang et al., 2009); (Freire-Medeiros, 2015).

## Research Method

***This study uses a mixed-methods approach***

The mixed-methods approach is a research design that collects, analyzes, and combines both quantitative and qualitative data in a study, to understand a research problem (Palinkas et al., 2011); (Morse, 2016). The preparation stage for the implementation of the activities: The preparation stage for the implementation of the activities includes the following: Preparation of activity permits, survey permits to government agencies; preparation of survey equipment, namely survey design, checklist of data requirements, cameras, and questionnaires (Krismawintari & Utama, 2019).

***Data Collection Methods***

Mix methods between quantitative in the form of field and online surveys, and qualitative in the form of interviews and observations. The initial survey has been carried out by visiting 3 points where the cable car tourism development plan is located in Pelaga Village. The observation method is a data collection technique that requires researchers to go to the field to observe things related to space, place, actors, activities, objects, time, events, goals, goals, and feelings. The use of this method is intended to obtain richer data so that research results can be strengthened by facts in the field. Observations made on the work of feasibility studies cable car tourism attractions at Pelaga Village Agrotourism, Petang Subdistrict, were interviews with stakeholders in Pelaga Village, tourism experts, and the community in Pelaga Village. There are two methods for distributing questionnaires, namely distributed in the field and online questionnaires (Utama, 2016).

***Feasibility Study***

A feasibility study is research on whether or not a project/activity can be implemented successfully. This definition of success may be interpreted somewhat differently. Some interpret in a more limited sense, some interpret in a broader sense. A more limited meaning, mainly used by private parties who are more interested in the economic benefits of an investment. Meanwhile, from the government side or non-profit institutions, the notion of being profitable can be in a more relative sense. Various factors may be considered, such as benefits for the wider community which can be in the form of employment, utilization of the abundant resources in the place, and so on (Morris & Morris, 1994). It can also be related for saving foreign exchange or increasing foreign exchange required by the government. Thus, in general, a project feasibility study will involve three aspects, namely: The economic benefits of the project for the project itself (often also referred to as industrial benefits) Which means whether the project is considered quite profitable when compared to the risks of the project. The economic benefits of the project for the country where the project is implemented (often also referred to as national economic benefits). Which shows the benefits of the project for the macro economy of a country. The social benefits of the project for the community around the project. This was the most difficult study to perform (Currie & Wesley, 2010; Fagence, 1999).

# Results

***Pelaga Village Administration Area***

Pelaga Village is administratively included in the Petang sub-district, Badung Regency. Pelaga village is located at an altitude ranging from 650-1110 meters above sea level. Pelaga village has an area of 3545.20 hectares, where this location can be reached by road and the distance from Denpasar city is 47 km or a 1-hour drive, and is located 15 km from the city of Petang sub-district. The boundaries of the area are as follows: (1) North side: State-owned protected forest/Pucak Mangu. (2) South side: Artificial boundary (concrete pal). (3) East side: Bangkung River. And (4) West: Pangkung Cengkedek (Astara et al., 2019; Ariyanti et al., n.d.).

***Basic Physique***

The natural condition of Pelaga Village is a fairly humid village, with an average temperature of 20º C to 30º C, with an average rainfall of 1,471 cm per year. The topography of the area is hilly with a slope of 62º. Therefore, agricultural land is generally made up of terraces in the form of terraces (Suarja et al., 2017; Setiasih et al., 2019).

***Total population***

The population of Pelaga Village in 2016, the male population is 3,043 while the female population is 3,004 people. The population of Pelaga Village who graduated from elementary school was 70 people, 9 people graduated from junior high school, 180 people graduated from high school / vocational school, 22 people graduated from diploma, and 90 people graduated with a bachelor's degree. Meanwhile, 515 people do not go to school and 2,330 people have not finished elementary school (Aryastana et al., 2019); (Okta & Gede, 2016).

***Market and Tourism Aspect***

Results of a Survey of Tourism Experts/Characters/Practitioners on the Existence of cable car Rides in Pelaga.

<**Table 1**> Results of a Survey of Tourism Experts/Characters/Practitioners on the Existence of Cable Car Rides in Pelaga

| No | Informant's Attitude | Strongly Disagree | Don't agree | Doubtful | Agree | Strongly agree | Mean | Meaning |
|---|---|---|---|---|---|---|---|---|
| 1) | Bring in foreign exchange for the country through foreign currency exchange in tourist destinations. | 0 | 2 | 2 | 53 | 21 | 4.16 | Agree |
| 2) | The potential market for local community goods and services. | 0 | 1 | 4 | 45 | 28 | 4.37 | Strongly agree |
| 3) | Increase the income of people whose activities are directly or indirectly related to tourism services. | 2 | 0 | 3 | 44 | 29 | 4.16 | Agree |
| 4) | Expanding job creation opportunities, both in directly related sectors such as hotels, homestays, restaurants, and travel agents, as well as in sectors that are not directly related such as the handicraft industry, provision of agricultural products, cultural attractions, retail business, services other services and so on. | 1 | 0 | 5 | 36 | 36 | 4.32 | Strongly agree |
| 5) | Tourism can be a source of local revenue. | 0 | 0 | 5 | 40 | 33 | 4.37 | Strongly agree |
| 6) | Tourism can stimulate the creativity of artists, both small industrial artisans, and 'percussion' artists, and broadcast for tourist consumption. | 0 | 4 | 4 | 42 | 28 | 4.05 | Agree |
| 7) | The construction of the cable car is believed to be able to attract tourist arrivals to the Pelaga Village / Sub-district because it is a very rare ride in Bali. | 0 | 1 | 4 | 42 | 31 | 4.32 | Strongly agree |

| No | Informant's Attitude | Strongly Disagree | Don't agree | Doubtful | Agree | Strongly agree | Mean | Meaning |
|---|---|---|---|---|---|---|---|---|
| 8) | The construction of the cable car attraction is believed to be able to maintain the naturalness of the environment as well as the business and sustainability of agro-tourism developed in Pelaga Village | 1 | 3 | 14 | 38 | 22 | 4.16 | Agree |
| 9) | The construction of the cable car attraction is believed to be a tourist attraction that has a uniqueness that is completely different from the tourist attractions in Bali. | 1 | 4 | 6 | 48 | 19 | 4.00 | Agree |
| 10) | The construction of the cable car attraction is believed to be able to involve local workers as personnel in its operations. | 3 | 1 | 12 | 43 | 19 | 4.05 | Agree |
| 11) | The construction of the cable car attraction is believed to be able to keep agricultural or plantation lands optimally utilized according to their main function. | 2 | 5 | 13 | 41 | 17 | 3.74 | Agree |
| 12) | The construction of the cable car attraction is believed to be able to move the economy of the community as a whole, both farmers/village/customary communities, investors/investors, and the government/regulators. | 1 | 3 | 10 | 45 | 19 | 3.89 | Agree |
| 13) | The construction of the cable car attraction is believed to be able to integrate the agricultural system and the tourism system to form an | 1 | 4 | 9 | 44 | 20 | 4.05 | Agree |

| No | Informant's Attitude | Strongly Disagree | Don't agree | Doubtful | Agree | Strongly agree | Mean | Meaning |
|---|---|---|---|---|---|---|---|---|
| | attractive tourist attraction in the future. | | | | | | | |
| 14) | The construction of the cable car attraction can cause the government to build communication networks, health facilities, transportation terminals, electricity and energy sources, waste disposal systems, roads, and better security systems. | 2 | 3 | 12 | 35 | 26 | 3.95 | Agree |
| 15) | The construction of the cable car attraction can cause the government to provide public transportation, terminals, passenger security systems, travel information systems, and more informative maps of tourist attractions. | 1 | 3 | 9 | 43 | 22 | 3.95 | Agree |

The construction of the cable car attraction maybe rejected by the local community if (Utama & Trimurti, 2020):

1. The construction area has many holy places.
2. The construction of a cable car attraction may convert the productive lands of residents and the construction of tourism facilities so that nature will be disturbed.
3. The construction of the cable car attraction will be in demand in the early months only and then it will not be interesting anymore.
4. The local community is not ready to accept the progress of the cable car attraction and will instead become spectators.
5. The local community is not ready to accept the progress of the cable car attraction and the construction of the cable car attraction converts agricultural or plantation lands that are not used according to their main function and will turn into a tourist function.
6. Not many local communities have adequate readiness for the construction of the Cable car attraction so they cannot move the economy of the community as a whole, and tend to cause injustice at the local level.
7. Inter-offices or departments within the government are often not fully integrated so the cable car vehicle development cannot integrate the agricultural system and the tourism system, causing development imbalances between sectors.
8. The construction of the cable car attraction may not necessarily stimulate the government to build communication networks, health facilities, transportation terminals, electricity and energy sources, waste disposal systems, roads, and security systems because integration between sectors has not occurred properly.

9. The construction of the cable car attraction may not necessarily stimulate the government to provide more informative public transportation, terminals, passenger security systems, travel information systems, and tourist attraction maps because integration between sectors has not occurred properly.

<**Table 2**> Results of a Survey of Prospective Tourists on the Existence of Cable Car in Pelaga

| No | Respondent's Attitude | Strongly Disagree | Don't agree | Doubtful | Agree | Strongly agree | Mean | Meaning |
|---|---|---|---|---|---|---|---|---|
| 1) | Cable car attractions can present the beauty of nature openly | 13 | 2 | 32 | 287 | 170 | | Agree |
| 2) | The cable car attraction is a modern yet culturally and eco-friendly tourist attraction | 7 | 7 | 36 | 284 | 170 | | Strongly agree |
| 3) | Cable car attractions because of a unique tourist attraction in Bali | 6 | 5 | 43 | 285 | 165 | | Agree |
| 4) | Cable car attraction will provide public facilities, telecommunications, restaurants, and agro product market centers. | 6 | 8 | 50 | 285 | 155 | | Strongly agree |
| 5) | Cable car attractions to Pelaga Village/Kelurahan because of its proximity to the city center | 7 | 15 | 73 | 294 | 115 | | Strongly agree |
| 6) | Cable car attractions and the availability of transportation to the location | 9 | 12 | 57 | 304 | 122 | | Agree |
| 7) | Cable car attractions and easy to reach the location | 6 | 10 | 77 | 282 | 129 | | Strongly agree |
| 8) | Cable car attractions and community friendliness toward tourist arrivals | 5 | 5 | 70 | 280 | 144 | | Agree |
| 9) | Willingness to invite friends/relatives/girlfriends to come to enjoy the cable car attractions | 4 | 3 | 48 | 283 | 166 | | Agree |

The conclusions that can be drawn from the results of the survey above indicate that the construction of a cable car attraction in Pelaga Petang Village is highly expected by potential tourists as an attraction that can openly present natural beauty, a modern but culturally friendly and environmentally friendly tourist attraction. A unique tourism destination in Bali will provide public facilities, telecommunications, restaurants, and agro product market centers, proximity to the city center, availability of transportation to the location, easy access to the location, and community friendliness towards tourists arrivals (Kartika et al, 2020).

***Legal and Institutional Aspects***

This legal study aims to ensure that the development plan for the implementation of tourism destinations/areas in Pelaga Village, Petang District, and Badung Regency through the

Government and Business Entity Cooperation scheme is following the relevant laws and regulations and adapted to the legal study of Bappenas. Some things that need to be discussed at least include:

1) Regulations: Ensuring that the infrastructure development of the intended tourism destination/area is included in the infrastructure that is included in the list of infrastructure that can be approved by PPP. This regulation refers to Presidential Regulation No. 38/2015 and Permen PPN No. 4/2015 (Maramis, 2018).
2) Law Number 10 of 2009 concerning Tourism: A study of the Tourism Law as the legal basis for the implementation of tourism includes matters relating to the principles, functions, and objectives of tourism, regulation of the principles of tourism implementation, and tourism development. In addition, the study also includes alignment with regulations regarding tourism businesses, as well as standardization and tourism human resources to support the creation of good tourism destinations/areas (Utama, 2017).
3) Regional Government Law: Explains the division of government affairs, one of which includes tourism as regulated in Law Number 23 of 2014 concerning Regional Government (Utama, 2017).
4) Regulations Related to Strategic Plans: Bali Provincial Tourism Office Strategic Plan 2013-2018, Ministry of Culture and Tourism Strategic Plan 2010-2014, Ministry of Culture and Tourism Strategic Plan 2005-2009 (Sonya et al., 2014)
5) Regulations Related to Establishment of Business Entities: Minister of Tourism Regulation number 3 of 2017 concerning the Implementation of One Stop Services in the Tourism Sector at the Investment Coordinating Board. A study of Minister of Tourism Regulation No. 3 of 2017 as a basis for implementation and alignment with business permits/business registrations, implicitly guarantees alignment with other regulations concerning the administration of tourism area businesses (Pramono, 2019).

Provincial/District/City Regional Regulations: Reviewing regional regulations related to tourism, including the implementation of tourism businesses for types of tourism areas. The existence of a regional regulation strengthens the foundation for the implementation of cooperation in the tourism infrastructure sector, which consists of infrastructure and facilities for attractions, amenities, and tourism accessibility (Pramono, 2019); (Risnawati & Labib Muttaqin, 2022). The regulations include:

1) Bali Provincial Regulation Number 2 of 2012 concerning Balinese Cultural Tourism
2) Regional Regulation of Bali Province Number 10 of 2015 concerning the Master Plan of Regional Tourism Development of the Province of Bali for 2015-2029
3) Regional Regulation of Badung Regency Number 26 of 2013 concerning Regional Spatial Planning (RTRW) of Badung Regency 2013-2033
4) This Regional Regulation clearly states the zoning of the area, including the Pelaga area.
5) Where the Pelaga area is mentioned in the Perda based on horticultural agriculture as an economic driver for Rural Areas ((Article 81 paragraph (3) letter j). This is what needs to be considered in the cable car development plan, so as not to change the zoning.
6) Badung Regency Regulation Number 17 of 2016 concerning the Master Plan for Tourism Development of Badung Regency for 2017-2025
7) Regent Regulation Number 47 of 2010 concerning Stipulation of Tourism Village Areas in Badung Regency

8) Badung Regency Regulation No. 26 of 2013 concerning the Badung Regency Spatial Plan Pelaga Strategic Environmental Assessment (KLHS) is being prepared by the Badung Regency Environmental Service

Legal Risk and Mitigation Strategy: In this subchapter, the Pre-Feasibility Study document needs to describe legal issues that have the potential to have an impact on the preparation, transaction, and implementation of the PPP project based on the legal studies that have been carried out in the previous sub-chapter, and describe mitigation strategies to minimize the possibility of this happening and the magnitude of its impact. For example, the risks arising from the issuance of new regulations (Saidah et al., 2021).

Licensing Requirements: This section will describe the permits required for the implementation of the development and operation of tourism areas as well as a strategic plan to obtain these permits, both before the procurement process and after the procurement process. For example, EIA (Environmental Impact Analysis) Permits, Location determination letters from the Governor, approval in principle for government support and/or guarantees (if needed), and so on are required before the procurement process. While the Building Permit and so on are required after the procurement process and the signing of the cooperation (Ardimansyah, 2018).

***Institutional Aspect***

This Institutional Study aims to explain the institutions that will be involved in the development and operation of tourism areas, their institutional structures, the duties of each institution involved as well as reviewing problems and plans for mitigating problems in the institutional aspect. In this section, the institutional analysis will be carried out by following the following steps: (1) Ensuring the authority of the institution that will act as the PJPK in implementing the PPP, including the determination of the PJPK in multi-infrastructure projects (if any); (2) Conduct stakeholder mapping by determining the roles and responsibilities of the relevant institutions in the implementation of the PPP; (3) Determine the roles and responsibilities of the PPP Team concerning the activities of preparing the Feasibility Pre-study, and determine the reporting system for the PPP Team to the PJPK; (4) Determine and prepare institutional regulatory instruments; and (5) Determine the terms of reference for decision making (Bagiastuti, 2017); (Sanjiwani & Pujani, 2020).

***Social and Cultural Aspects***

The concept of cultural tourism also cannot be separated from the plan to build a cable car in Pelaga Village, Petang District to add tourism supporting facilities, especially in North Badung. The determination of the development of cultural tourism is following the Bali Provincial Regulation Number 2 of 2012 concerning Balinese Cultural Tourism, which reads: "Bali Cultural Tourism is Balinese tourism based on Balinese Culture which is imbued with the teachings of Hinduism and the Tri Hita Karana philosophy as the main potential of using tourism as a vehicle for its actualization, which creates a dynamic reciprocal relationship between tourism and culture that makes both of them develop synergistically, harmoniously and sustainably to be able to provide welfare to the community, cultural and environmental sustainability (Roth & Sedana, 2015); (Igde Pitana, 2010).

***Regional Planning Aspect***

One of the important things that must be analyzed concerning the plan to develop a cable car tourist attraction in Pelaga Village, Petang District, is related to regional planning carried out in the tourism area of Petang District. The purpose of this analysis is to avoid overlapping activities. What is much more avoided is that the cable car construction activities

should not conflict with the policies or provisions that have been planned to be implemented in the tourism area of the Petang District. The plan to develop a cable car tourist attraction in Pelaga Village, Petang District, must pay attention to the policies or legal basis that have been set. The development of these attractions must also pay attention to the regional structuring plan and regional development in Badung Regency. Several related matters that are very important to analyze are the Detailed Spatial Plan for the Province of Bali and Badung Regency, and the Long and Medium Term Development Plan for Pelaga Village (Pitana & Diarta, 2009); (Pitana, 2010); (Utama & Mahadewi, 2014).

***Spatial Aspect***

Based on the directives in Perda No. 16 of 2009 concerning the RTRW (Spatial and Regional Planning) of the Province of Bali, Petang District carries out various functions, namely: Petang District as an agropolitan area. The development of agropolitan areas aims to encourage the growth of agricultural cities through the operation of agribusiness systems and businesses to serve, encourage, attract, and promote agricultural development activities (agribusiness) in the surrounding area (Utama & Trimurti, 2019a); (Utama, 2011).

Petang District as an urban system development plan. Each residential center (which leads to a city) is directed to be able to function as the center of the back area, especially in trading and marketing activities for products produced by protected forests and agriculture in addition to providing social services and services. Several residential/city centers that are linked to carrying out the function of tourism accommodation center activities must have adequate facilities and infrastructure for attractive activities to take place and have high access to tourist destinations in Petang District or other tourist destinations. District of Petang Tourism Strategic Area. A strategic area is an area whose spatial planning is prioritized because it has a very important influence within the scope of the province on the economy, society, culture, tourism, and/or environment (Bharatha Nada, 2018).

***Regional Regulation No. 26 of 2013 concerning the Regional Spatial Plan of Badung Regency***

This Protected Forest Area is part of the Mount Batukaru Protected Forest Area in Petang District which is defined as an area of approximately 1,126.90 ha (one thousand one hundred twenty-six point nine hectares) or 2.69% (two point six nine percent) of the total area. Badung regency. Areas prone to high winds with moderate potential with a total area of approximately 2,271 ha (two thousand two hundred and seventy-one hectares) spread over an area of approximately 297 ha (two hundred and ninety-seven hectares) in Petang District (Tirtawati et al., 2019).

***Economic Aspect***

Analysis of market opportunities is based on estimated sales data for 2019-2029 as a proxy for demand for four (4) types of services, namely: 1) Cable cars, 2) restaurants, 3) UFO Glass platform attraction and 4) under the park and agro-tourism (Data Calculation hold by Team Leader). Estimated Operating Costs: For the estimated total cost of the four services, it is estimated at 500 billion per year for the cost of labor, transportation, maintenance, overhead (electricity and water), raw materials, and others, with an increase in the average total cost per year for the first five years. was 0.8% and increased by 1.2% per year after the third year, due to inflation and equipment changes. Based on the NPV criteria, the investment for the Pelaga cable car project is very feasible, both with a DF of 15% and 18%, because the NPV values is 279 billion and 95 billion, which are greater than zero (0). Theoretically, the investment is said to be feasible if the NPV value is greater than zero. From the IRR criteria obtained a value of 5.67 or 567% greater than the value of social opportunity cost of capital (SOCC) of 0.15 or

15%, then the project is feasible or profitable to continue. The calculated net B/C value greater than 1 means that the project is feasible to work on (Utama & Mahendra, n.d.).

***Environmental Aspect***

Environmental carrying capacity can also be interpreted as the ability of the environment to provide living organisms in a prosperous and sustainable manner for the people who inhabit an area. A strong environment and ecosystem have a high carrying capacity; for example, in sloping locations with low elevations from the surface, and fertile soils. Flat and sloping soil is not easily eroded, if there is damage the plants will be able to recover because the temperature of the soil supports it. However, the opposite is the case, such as in the highlands or the mountains with low temperatures, and sloping land; sometimes have fragile ecosystems. This ecosystem will be easily disturbed because of the large number of visitors. The framework of the carrying capacity of Pelaga Village, Petang Sub-district: (1) Identifying and Analyzing, (2) Environmental carrying capacity, (3) Land capability characteristics, (4) Soil type (sensitivity to erosion) Rainfall and the level of slope/soil contour, (5) It is feasible to carry out the construction of the cable car (Utama & Trimurti, 2020).

***Environmental Carrying Capacity Analysis***

Based on the results of the analysis of the contour map of the Petang District as the center of the visit, various slope information was obtained. These varied characters include: (1) the slope of the land is flat (0-8%); (2) the slope of the land is sloping (8-15%); (3) moderately steep (15-25%), and (4) steep (25-45%). Based on the analysis of the environmental carrying capacity of the slopes, flat conditions (0-8% to 15%) especially in the central and eastern regions are suitable for the use of natural tourism areas and have good capacity because they have low sensitivity values, even though the soil type is sandy and bulky. relatively high rain for 4 months. The slope is rather steep (15-45%), and not suitable for the use of tourist areas because it is included in the scope of the moderate sensitivity value. The consideration is due to the limitations of the type of soil which is typically very sensitive to erosion and is influenced by relatively high rainfall for 4 months (December-March) (Utama & Trimurti, 2020).

***Civil Aspect***

The Plaga area is a hilly area with steep slopes (more than 40%), and Bali is now an earthquake-prone area, of course, it has a huge impact on the Plaga area. This area is also where many waterways and springs are found in fertile valleys near rivers. This area is also a buckling slope, which is a transition between steep slopes and gentle slopes. Such a location is a zone of accumulation of water that seeps from the steeper part of the slope. Therefore, the buckling area of this slope is very sensitive to an increase in pore water pressure which ultimately weakens the bonds between soil particles and triggers landslides. Before planning the construction of the cable car tower in Petang District, Plaga Village to be precise, a soil investigation must first be carried out to determine the location or position of the soil layer that meets the required carrying capacity requirements so that the building can stand stably and there is no too large a settlement, 1991). This soil investigation is also important to determine the type of foundation and construction that will be used later in further planning, both steel and reinforced concrete structures In the construction of the cable car tower in Plaga, it must have a foundation that can support it. The foundation must be taken into account to ensure the stability of the building against its weight, building loads, and external forces such as wind pressure, earthquakes, and others. In addition, there should not be a settlement that exceeds the allowable limit which must be calculated as described above regarding soil investigations. For foundation failure to be avoided, the building foundation must be placed on a layer of soil that

is sufficiently hard, dense, and strong to support the load of the building without causing excessive settlement (Pitana, 2010); (Sanjiwani & Pujani, 2020).

# Conclusions and Recommendations

***Conclusions***

Market & Tourism Aspect: The construction of the cable car attraction in Pelaga Petang Village is highly expected by potential tourists as an attraction that can openly present natural beauty, a modern but culturally friendly and environmentally friendly tourist attraction, a unique tourist attraction in Bali, will provide public facilities, telecommunications, restaurants, and agro product market centers, proximity to the city center, availability of transportation to the location, easy access to locations, and community friendliness towards tourist arrivals.

Legal & Institutional Aspect: The construction of this cable car attraction is based on legal and institutional arrangements including the Bali Provincial Regulation Number 2 of 2012 concerning Balinese Cultural Tourism, the Bali Provincial Regulation Number 10 of 2015 concerning the Master Plan for the 2015-2029 Regional Tourism Development of Bali Province, the Badung Regency Regional Regulation Number 26 of 2013 concerning the Regional Spatial Plan (RTRW) of Badung Regency 2013-2033, in this Regional Regulation it is clearly stated that the zoning of the area includes the Pelaga area, where the Pelaga area is mentioned in the Perda based on horticultural agriculture as a driving force for the economy of Rural Areas ((art. 81 paragraph (3) letter j) This is what needs to be considered in the cable car development plan, so as not to change the zoning, Badung Regency Regional Regulation Number 17 of 2016 concerning the Master Plan of Badung Regency Tourism Development 2017-2025, Regent Regulation Number 47 Year 2010 on Penta the Tourism Village Area in Badung Regency, Badung Regency Regulation No. 26 of 2013 concerning the Badung Regency Spatial Plan Strategic Environmental Assessment (KLHS) being prepared by the Badung Regency Environmental Service.

Social & Cultural Aspect: The determination of the development of cultural tourism is following the Bali Provincial Regulation Number 2 of 2012 concerning Balinese Cultural Tourism, which reads: "Bali Cultural Tourism is Balinese tourism based on Balinese Culture which is imbued with the teachings of Hinduism and the Tri Hita Karana philosophy as the main potential of using tourism as a vehicle for its actualization, which creates a dynamic reciprocal relationship between tourism and culture that makes both of them develop synergistically, harmoniously and sustainably to be able to provide welfare to the community, cultural and environmental sustainability.

Regional Planning Aspect: One of the important things that must be analyzed concerning the plan to develop a cable car tourist attraction in Pelaga Village, Petang District, is related to regional planning carried out in the tourism area of Petang District. The purpose of this analysis is to avoid overlapping activities. What is much more avoided is that the cable car construction activities should not conflict with the policies or provisions that have been planned to be implemented in the tourism area of the Petang District. The plan to develop a cable car tourist attraction in Pelaga Village, Petang District, must pay attention to the policies or legal basis that have been set. The development of these attractions must also pay attention to the regional structuring plan and regional development in Badung Regency. Several related matters that are very important to analyze are the Detailed Spatial Plan for the Province of Bali and Badung Regency, and the Long and Medium Term Development Plan for Pelaga Village.

Economic Aspect: Based on the NPV criteria, the investment for the Pelaga cable car project is very feasible, both with a DF of 15% and 18%, because the NPV values = 279 billion and 95 billion, which are greater than zero (0). Theoretically, the investment is said to be worth continuing if the NPV value is greater than zero. From the IRR criteria obtained a value of 5.67 or 567% greater than the value of social opportunity cost of capital (SOCC) of 0.15 or 15%, then the project is feasible or profitable to continue. The calculated net B/C value greater than 1 means that the project is feasible. The payback period is used to determine the length of return on investment. The PBP calculation process is achieved in the third year (2022) because the investment value has returned in 2022.

Environmental Aspect: Based on the results of the analysis of the contour map of the Petang District as the center of the visit, various slope information was obtained. These varied characters include: (1) the slope of the land is flat (0-8%); (2) the slope of the land is sloping (8-15%); (3) moderately steep (15-25%), and (4) steep (25-45%). Based on the analysis of the environmental carrying capacity of the slopes, flat conditions (0-8% to 15%) especially in the central and eastern regions are suitable for the use of natural tourism areas and have good capacity because they have low sensitivity values, even though the soil type is sandy and bulky. relatively high rainfall for 4 months. The slope is rather steep (15-45%), and not suitable for the use of tourist areas because it is included in the scope of the moderate sensitivity value. The consideration is due to the limitations of the type of soil which is typically very sensitive to erosion (regosol) and is influenced by relatively high rainfall for 4 months (December-March).

***Recommendations***

The implications of this research are expected for all development of tourist attractions that have the potential to change the Regional Spatial Planning, must meet the technical and legal aspects by carrying out The Feasibility in terms of several aspects such as market and tourism aspects, legal and institutional aspects, social and cultural aspects, regional planning aspects, economic aspects, and environmental aspects.. The Plaga area is a hilly area with steep slopes (more than 40%), and Bali is now an earthquake-prone area, of course, it has a huge impact on the Plaga area. This area is also where many waterways and springs are found in fertile valleys near rivers. This area is also a buckling slope, which is a transition between steep slopes and gentle slopes. Such a location is a zone of accumulation of water that seeps from the steeper part of the slope. Therefore, the buckling area of this slope is very sensitive to an increase in pore water pressure which eventually weakens the bonds between soil particles and triggers landslides.

Pre-planning the construction of the cable car attraction at Plaga Village to be precise, a soil investigation must first be carried out to determine the location or position of the soil layer that meets the required carrying capacity requirements so that the building can stand stably and there is no too large a settlement, 1991). This soil investigation is also important to determine the type of foundation and construction that will be used later in further planning, both steel, and reinforced concrete structures. In the construction of the cable car tower in Plaga, it must have a foundation that can support it. The foundation must be taken into account to ensure the stability of the building against its weight, building loads, and external forces such as wind pressure, earthquakes, and others. In addition, there should not be a settlement that exceeds the allowable limit which must be calculated as described above regarding soil investigations. The building foundation must be placed on a layer of soil that is sufficiently hard, dense, and strong to support the load of the building without causing excessive settlement.

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