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# PERI URBAN DEVELOPMENT IN DEVELOPING COUNTRIES

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## ABSTRACT

*Peri-Urban regions are to a great extent characterized as the zones that encompass our metropolitan regions and urban areas - neither urban nor rustic in the regular sense. They are the quickest developing areas in numerous countries. The Peri-Urban zone can be viewed as not only a periphery in the middle of city and wide open, a zone of change; rather it is another sort of multi-practical domain. While it opposes basic definitions, there are basic highlights wherever such territories are discovered, for example, a moderately low populace thickness by urban guidelines, dispersed settlements, and high reliance on transport for driving, divided networks and absence of spatial administration.*

*Numerous worldwide difficulties emerge from the manners in which that urban communities develop and change, particularly the rising super urban communities in creating nations where huge social and natural issues can be found in their Peri-Urban hinterlands. Issues of Peri-Urban zones in creating countries are very not the same as that of created nations.*

*Peri-Urban is a testing and topical subject from numerous points of view. It is positively a test for logical research. This paper will manage approaches/instances of arranged development measures for Peri-Urban zones in countries of landmasses like Asia, Europe, and so forth. A few nations have given considerable regard for these issues.*

*It will be considered how these nations have managed the heedless improvement, framework issues, administration, and so on. Proposition of comparable kind can be proposed for developing nation like India.*

**Key words:** Peri-Urban, Urban regions. Development, 'Urbanization.

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## 1. INTRODUCTION

### 1.1. What are Peri-Urban Areas?

Peri-Urban territories are outside formal urban limits and urban wards which are in a procedure of urbanization and which hence continuously accept a considerable lot of the qualities of urban regions.

Territories outside the advancement expert limit, which are identified with the mother city for occupations and administrations, are considered as Peri-Urban zones. It is the transitional belt around the primary urban created territory where both urban also non-urban capacities exist next to each other. It is a territory into which urban development of different sorts is broadening. It is a progress zone named as Peri-Urban zones where country and urban land-utilizes are blended and there is a fast change of rustic land to urban purposes. The Peri urban regions are viewed as a connection between the urban and the country, a diffuse zone, which isn't anything but difficult to outline spatially.

Peri-Urban locales are situated at the interface between the urban and provincial and unite these universes. They are financially different, thickly populated and frequently incorporate high esteem scenes. They are the area of assets – including sustenance, transport foundation, fuel, water and open space – for neighboring urban populaces, yet they are additionally under expanding weight from urban extension which undermines these essential resources.

## 2. GLOBAL SCENARIO OF PERI-URBAN AREA DEVELOPMENT

The Peri-Urban zones separate themselves universally. Issues like quick development, and blended physical, natural, monetary and social strains rise in these zones in an assortment of ways, yet they show clear shared traits too. Peri-Urban territories are liable to an exceedingly extreme compound of all inclusive prompted weights. Basically, these territories add to monetary development, and go up against huge urbanization and populace development. In the meantime, these sorts of weights may well trade off spatial and natural characteristics, and the ability of city districts to propose approach arrangements

In African and furthermore various Asian nations, urban advancement is described by physical development which stretches out past metropolitan and city limits, into the urban periphery, and scatters from downtown areas every which way (Firman, 2009). In East Asia, Peri-Urban regions and Peri-urbanization have been rising difficulties for arranging urban areas and locales (Hudalah, 2007). Evaluations from writing audit demonstrate that about 40% to 70 % of all urban populace possess Peri-Urban regions in Eastern Asia (Webster, 2002), in this manner expending substantial bits of land. The extent of Asian urban communities, including their Peri-Urban zones can extend up to 300 kilometers from formal city limits, and are developing at an a lot quicker pace than the center city region. It is likewise an extent that is past normal African Peri-Urban interfaces, which by and large fall inside 30-50 kilometers past existing urban breaking points (Trefon, 2009). The scholarly spotlight on Peri-Urban improvement as an appearance of essential urban extension is exemplary.

In North American urban communities, urban spread has prompted rural improvement and the rise of supposed Edge Cities. Edge urban communities are groups of organizations, shops, and stimulation offices past customary urban territory, and commonly a piece of past private rural areas or semi-provincial networks. (Garreau, 1991).

The expression "rural-urban fringe" was first presented by T.L. Smith in 1937. By mid 1940s, changes on city borders went under expanding consideration from spatial orders, particularly urban geology in United States and Western Europe. European Peri-Urban regions rise up out of physical impediments for urban development in the urban center, for

instance as a result of city dividers and ensured green space. In the meantime, the outskirts of existing urban areas would offer the accessibility of land against generally low costs, while fundamental financial and social administrations of the bigger city are as yet open and close-by. Additionally in Europe an expanding measure of fringe areas show dynamic urban qualities, like those in CBDs(Riguelle et al., 2007).

### **3. EUROPEAN, ASIAN, AMERICAN URBANIZATION TRENDS**

Urbanization is unavoidable with mounting weight ashore, plunge in agrarian salary and prospering mass of human and creature populace. On one hand it symbolizes advancement, development and change and on alternate mayhem, disarray and discord. Amidst this urban wilderness are developing Peri-Urban spaces that have gained a fitting equivalent word in the "urban periphery". Created and creating nations are fighting the test of dealing with these spaces, with the overflow being progressively articulated and perilous in creating nations like India. Uncontrolled urbanization is making substandard living situations, intense lack of administrations and ecological corruption in and around urban areas. This is prompting situations that are increasingly helpless to malady flare-ups. Urbanization forms in creating nations have been generally perceived to vary from those in created nations. The historical backdrop of urban development, the degree to which urban and provincial territories are isolated, the job of transportation, correspondence and data innovation, monetary advancement they all fluctuate broadly internationally (e.g., McG yee, 1991; Aguilar, 2008)

Proceeding with populace development and urbanization are anticipated to add 2.5 billion individuals to the world's urban populace by 2050, with almost 90 percent of the expansion amassed in Asia and Africa. Today, the most urbanized districts incorporate Northern America (82 percent living in urban zones in 2014), Latin America and the Caribbean (80 percent), and Europe (73 percent). Interestingly, Africa and Asia remain for the most part country, with 40 and 49 percent of their individual populaces living in urban territories. All districts are relied upon to urbanize further over the coming decades. Africa and Asia are urbanizing quicker than alternate areas and are anticipated to wind up 56 and 64 percent urban, separately, by 2050. While urban extension is a worldwide marvel, heft of it is occurring in select problem areas – greatest of which is Asia, with China and India being the most predominant.

Europe is a very urbanized and propelled landmass. Most European urban areas were in periods of 'urbanization' and 'suburbanization' during the 1970s and 80s. Over 75% of the populace lives in urban zones today, with a projection for this to achieve 80% by 2020 (EEA 2006).

The spatial dispersion of urban communities shifts impressively: Europe is for the most part portrayed by a high number of generally little urban areas and towns that are appropriated in a polycentric design; this reflects, somewhat, its chronicled past which has prompted a divided example of around 50 nations being spread over the mainland. Conversely, in a few sections of Asia and North America, a moderately high extent of the urban populace is gathered in few substantial cities. In Asia, 49% all out populace lives in urban zones in 2017. Asia populace is proportionate to 59.77% of the complete total populace dependent on the most recent United Nations gauges.

Asia's urbanization may just be simply starting, notwithstanding very nearly 200 million individuals moving to its urban communities in the primary decade of the 21st century, as per the World Bank. The United Nations characterizes a megacity as having more than 10 million occupants. As indicated by this paradigm, there are just two megacities inside the European Union (EU), those of Paris and London. Paris and London are short of what 33% the span of Tokyo.

East Asia's all out urban populace expanded from 579 million out of 2000 to 778 million out of 2010, multiple occasions more noteworthy than second-biggest Europe. As per the report, it took over 50 years for a similar number of individuals to end up urbanized in Europe, demonstrating Asia's fast development.

Of the 29 megacities in 2015, Tokyo (Japan) was the world's biggest city, its agglomeration numbered 38.0 million occupants. It was trailed by Delhi (India) with 25.7 million, Shanghai (China) with 23.7 million, Mexico City (Mexico), Mumbai (India) and São Paulo (Brazil) each with around 21 million, and Beijing (China) and Osaka (Japan) each with a little more than 20 million occupants. The populaces of Paris and London were — in worldwide terms — generally little, as each had under 11 million occupants; as it were they were short of what 33% the measure of Tokyo.

Since the center of the only remaining century, the vast majority of Europe has been described by spreading urban communities and expanded populace numbers, with individuals moving out of internal urban communities to rural and Peri-Urban regions (half breed regions of divided urban and provincial attributes); this has brought about the partition among urban and rustic territories winding up progressively obscured. As per the source, North America was the most urbanized mainland around the world, with 82 percent of the populace living in urban communities.

#### **4. PERI-URBAN DEVELOPMENT MEASURES/TOOLS TAKEN BY DIFFERENT COUNTRIES**

One of the most notables amongst the various approaches to address issues of Peri-Urban development was the concept of 'Garden City' propagated by Ebenezer Howard in England in 1898. The concept of Garden city was a response to ad hoc & sporadic ribbon development in the fringe areas. French Architect Le Corbusier advocated the concept of a 'vertical Garden city' in which the ground is freed through hi-rise buildings with parking, social facilities, employment areas, etc. The other forms of Peri-Urban development, particularly in the United States of America have been the development of suburbs around all the Metropolitan cities. Though suburbs provide green, spacious environment & low-density development to its residents, urban planners have severely criticized this development for its lack of character, extensive consumption of land & lack of employment areas within. Development of exclusive suburbs has also resulted in loss of tax to the mother city that has to bear the burden of providing all employment and higher order facilities to the people living in its jurisdiction.

Studies led in the course of the most recent 30 years have presumed that when improvement is spread out at low densities, the per-unit cost of developing and keeping up open offices increments. The explanation behind this is low-thickness advancement requires more miles of streets, controls, sewers, and water lines; and metropolitan administrations must be conveyed over a more prominent geographic territory.

#### **5. SMART GROWTH MANAGEMENT**

Smart Growth is a sustainable approach to planning that emphasizes compact and accessible urban communities and which opposes urban sprawl and car dependency. Smart growth is different from the concept of "garden suburbs" because it addresses issues of population density and transportation, not just availability of green space and preservation of agricultural land.

The concept of smart growth basically emerged in the late 1990s as a proactive urban planning policy tool to mitigate urban sprawl. Smart growth refers to a set of land-use and transportation management strategies. These strategies mainly focus on inner-city redevelopment, mixed land use, taking advantage of compact and transit-oriented

development that reduces automobile dependency, creating walk able neighborhoods, developing a strong sense of place and attractive communities, providing a variety of transportation choices, and preserving open spaces and environmental areas. As a result, smart-growth strategies limit the growth of a city within the city limits instead of promoting city spread. Smart-growth efforts are generally intended to encourage more compact development, greater transit use, and enhanced environmental protection thereby helping to control urban sprawl.

An important policy tool for promoting smart growth is to take steps to prevent development outside of a defined urban area, such as forbidding new housing construction on rural land, or setting administrative boundaries for city services, such as water and sewer connections.<sup>18</sup> The government can also use economic incentives to promote smart growth. Developers that follow smart-growth principles can be deemed eligible for reduced fees that help offset the costs of smart-growth development, such as environmental impact fees. Conversely, developers that do not follow smart-growth principles can be subjected to higher fees. Finally, governments can also invest public funds in projects and land uses that facilitate smart growth, such as mass-transit systems, recreation areas, and schools conveniently situated in neighborhoods.

Smart growth is “calling for an end to sprawl and a new vision of urban/suburban collaboration and regional growth management. Smart Growth is a new term for an old idea – growth management, which is a strategy that communities have used for approximately forty years. Growth management evolved over time, and one could argue that smart growth is its latest evolution. Growth management has largely been used in states and metropolitan areas that have experienced rapid growth rates – Florida, Oregon, and New Jersey to name a few. Some of the primary tools used in growth management include: zoning, development buffers, purchase of development rights programs, urban growth boundaries, minimum density requirements, cluster development, and exclusive agricultural zoning. Few of these tools have been elaborated below.

Measures have been taken by various countries to control sprawl which is the main factor responsible for emergence of Peri-Urban areas. There are four major strategies for dealing with sprawl: 1) Set Growth Boundaries; 2) Purchase Land; 3) Build Mass Transit Systems; and 4) Restore Inner Cities.5)Land pooling policy

### **5.1. Set Urban Growth Boundaries**

The Urban Growth Boundary or UGB is a proactive management tool to contain, control, direct growth in order to promote more compact, contiguous development thereby reducing the cost of service provision. The first phase of this development is the planning & execution of urban services like sewers, streets, etc. & finally urban development takes the course.

US States like Oregon, California and Washington have effectively executed Urban Growth Boundaries to control the quickly blossoming improvement of their urban areas .Each of Oregon's 241 urban areas is encompassed by a "urban development limit" or "UGB." The UGB is line drawn on arranging and zoning maps to indicate where a city hopes to grow.(fig 2) Land outside the UGB will stay provincial. The measure of land to be incorporated into the UGB relies upon how much the city is required to develop. Oregon's 15 years of experience have demonstrated urban development limits to be profoundly compelling. All in all, the UGB has been a tremendous achievement. It has ensured enormous swaths of woods and ranch arrive at the area's edge. It has helped increment the measure of lodging arranged inside the UGB — from 129,000 homes to 300,000 homes. Also, it has rejuvenated Portland's downtown. UGBs have held down the expenses of open administrations and offices. They have spared a lot of farmland from urban spread. They have prompted better coordination of

city and province arrive use arranging. Also, they have brought more noteworthy sureness for the individuals who claim, use, or put resources into land at the city's edge.

The Urban Growth Boundary or UGB is a proactive administration instrument to contain, control, guide development so as to advance progressively smaller, adjacent improvement along these lines diminishing the expense of administration arrangement. The primary period of this improvement is the arranging and execution of urban administrations like sewers, lanes, and so forth and at last urban advancement takes the course

## 5.2. Purchase Land

In the event that administrations need to ensure arrive, the simplest path is to get it and take it off the market. New Jersey has issued bonds to raise \$1 billion for the protection of homesteads and forests, and the U.S. Congress commands the utilization of \$900 million every year to buy undeveloped land, however it generally misses the mark regarding designating everything. In Japan activists like Yoshi toshi Era have helped push neighborhood governments to venture up land purchasing. "We need to secure what is left," he says. Private gatherings and well off people can open their wallets as well. Conservation disapproved Doug Tompkins, organizer of the Esprit dress organization, has purchased 640,000 sections of land (259,000 hectares) of woods arrive in Chile

Urban spread is unmistakably a money related issue. A 1989 audit of nine noteworthy investigations of the expense of urban spread closed to some degree: When every capital expense are totaled (neighborhood in addition to network) for lanes, sewers, water, storm waste, and schools, the complete expense for low-thickness (3 staying units for every section of land) spread (noncontiguous development) is marginally more than \$35,000 per abiding unit for focal sewerage and water, full check and canal, and urban seepage. Further, if that advancement is found 10 miles from the sewage treatment plant, the focal water source, the getting waterway, and the significant grouping of work, nearly \$15,000 per staying unit is added to the expense, for a sum of \$48,000 per abiding, barring lodging and land costs. In the most extreme condition, that of domain zoning at 1 staying unit for each 4 sections of land with full enhancement principles and found 10 miles from every focal administration, the absolute expense outperforms \$92,000 per abiding unit (Esseks,1999).

Networks in South Carolina are starting to comprehend the advantages of reestablishing existing downtown territories. Richland County's Town and Country plan and Mount Pleasant's limit line plan are two instances of reestablishing existing framework. Be that as it may, South Carolina's littler towns have the best test ahead on the grounds that they have less assets available to them (Palmetto Conservation, February 2000). In York County, city organizers distinguished and secured the downtown memorable assets and diverted advancement towards the downtown area. As a major aspect of an arrangement to renew downtown Greenville, the city diminished Main Street from four paths to two, included person on foot scale lighting, calculated stopping, finishing and stops. Since 1981, downtown business has multiplied, business inhabitation rates have expanded from 74 to 96 percent and sustenance deals expanded by 80 percent from 1993 to 1998 (City of Greenville, 1998).

The town of Hilton Head has obtained almost 1,000 sections of land since it started purchasing land in 1988 to confine improvement and control development. An exchange expense the town charges on all land exchanges funds the land bank program. In its first securing, the town paid \$1.5 million for 5.4 sections of land, presently Coligny Beach Park. In 1991, the town purchased 15 sections of land of oceanfront arrive for \$4 million, as of late the town purchased three tracts totaling 225 sections of land for about \$10.4 million from the Resolution Trust Company which was exchanging resources after the reserve funds and credit outrage of the 1980s.

Town occupants have bolstered three multimillion-dollar arrive purchasing bond choices - \$15 million out of 1997, \$12 million in 1998, and \$20 million a year ago. Every ha utilized property charges, including a 2-process increment that was a piece of a year ago's choice. (The State Newspaper, March 9, 2001). Beaufort and Berkeley provinces have as of late started paying landowners either by purchasing land through and through or paying them to forestall advancement. These projects fulfill property right supporters since they repay landowners and please savvy development advocates since they avoid improvement (The State, March 9, 2001)

### **5.3. Build Mass transit**

Transportation characterizes the geographic degree of the city by the course of action of its lines and stations. The general thought behind travel situated improvement - which we at times call TOD - is that we have these benefits. We have these fabricated resources as much of the time running rail and transport lines in huge numbers of the urban areas around the nation, and a few urban areas like Los Angeles are assembling more lines. In any case, so as to pull in individuals onto those frameworks, we need to make new improvements, new lodging and workplaces and retail spaces that are found ideal around the stations, with the goal that individuals have a motivating force to stroll to the travel lines and take them consistently. What's more, that is the thing that we call travel arranged advancement.

In the event that a city has great rail and transport lines, improvement can be focused around mass-travel stops instead of spread out everywhere throughout the wide open. Open transport is as yet an intense move in the U.S., yet rail lines in the vast majority of the world have shielded spread from being far more atrocious than it is. Says Tony Burton, an individual from the Council for the Protection of Rural England: "The difficulty is, in the event that you don't fabricate streets, what you do? All things considered, for a begin, you forestall spread." Curitiba, Brazil, is a best in class city in which an effective transport framework has helped hold down street building.

### **5.4. Restore inner cities**

In the U.S. particularly, advancement moves away while splendidly great urban property is surrendered. Unreasonable motivations regularly empower the pattern. Banks deny contracts in declining neighborhoods, and ecological directions may make it increasingly costly for a designer to recover a surrendered urban site than to expand on virgin land outside the city. Yet, places like Baltimore, Maryland, and Chattanooga, Tennessee, have demonstrated that downtowns can be resuscitated. President Bill Clinton in 1996 marked an Executive Order requiring all new U.S. workplaces to be set in urban territories if conceivable, ideally in noteworthy structures.

That sort of activity bodes well. For quite a long time to come, populace development will put more weight on our wide-open spaces. So before humankind eats up any more land, we could improve much utilization of what we've officially taken.

### **5.5. Land pooling policy /Readjustment techniques**

Land pooling and Readjustment is a strategy for overseeing Peri-Urban improvement to accomplish the bound together structure, overhauling and sub-division of independently possessed land packages for their arranged urban advancement. Land Pooling prompts a thick center and an increasingly minimized improvement. There is no "jump frog" improvement and utilization of LPP would remove the ascent of unapproved lodging parts. This method is generally utilized in Japan, South Korea, Taiwan and Western Australia.

In a typical project, a land pooling /readjustment agency usually a public agency such as a Development authority or a local government selects land on urban fringe & then engages separate land owners in a compulsory partnership for designing & servicing of their land holdings as a single state & prepares a plan for it together with a financial plan & a replotting plan showing how projects costs & benefits will be distributed among the land owners. After getting consent of land owners the scheme is then submitted to the government for approval. The working capital is provided by the agency itself on loan. After developing the selected area as per the scheme, the agency sells out some of the plots to recover its expenditure & hand over rest of the plots to the land owners in proportion to their original holdings.

In India, Schemes like PURA (Provision of Urban conveniences in Rural regions) and JNNURM ought to be particularly adjusted to incorporate help for elevating foundation in peri urban regions. All endeavors ought to be made to guarantee arranged advancement and administration of Peri-Urban zones. With the developing urban economy it is normal that Peri-Urban territories will change to urban zones at quickened rates, which calls for creative arranging, directions, innovation, structure, financing choices and conveyance that are gradual and viable

Other than above apparatuses and methodologies 'Regional Cohesion' is being accentuated upon in Europe. Urbanization in Europe is, be that as it may, amazingly unevenly dispersed. The analogy of the 'Blue Banana' (Brunet 1989) represented the convergence of monetary and populace improvement in some center districts in western Europe, while for locales outside the territory, in the previous CEE nations and in the European fringe, it turns out to be increasingly troublesome for them to contend financially. Since the production of the European Spatial Development Perspective (ESDP 1999), 'regional union' turned into the key idea for counterbalancing this pattern, advancing a fit improvement over the landmass. The test of regional attachment is, be that as it may, not constrained to this large scale but rather is likewise an issue inside nations, areas and even urban communities. In late decades, the most conspicuous aftereffect of the continuous urbanization in Europe has been the improvement of 'utilitarian urban locales' (Nordregio 2005). This procedure incorporates the coordination of even generally fringe zones into the urban framework, the association of neighboring urban areas to shape polycentric systems and the arrangement of substantial scale metropolitan locales.

A balanced and sustainable territorial development of Peri-Urban regions will contribute to the quality of life in these areas as well as in adjacent and surrounding areas (urban and rural). Harmonious development which maximizes the full growth potential of the diverse territorial assets of Peri-Urban regions (physical, human and social capital as well as natural resources) can help to meet key EU challenges including climate change, globalization and demographic change. But the complexity of Peri-Urban areas presents challenges of economic, environmental and social sustainability. However such complexity should be no excuse for a failure to develop specific policy responses which can manage it better. An integrated approach and appropriate policies to deal with both complexity and multi functionality of these territories are essential.

PURPLE) Peri-Urban Regions Platform Europe - is a system of 14 European districts which has been laboring for a long time to advance acknowledgment for Europe's Peri-Urban dimension. It addresses the ethics and necessities of the zone around the center urban communities of metropolitan zones. This Peri-Urban territory is home to a substantial extent of Europe's populace PURPLE recommends that Peri-Urban areas confront some particular regional difficulties and dangers, and that these need better acknowledgment. Explicit approaches are expected to guarantee a reasonable improvement of Peri-Urban regions with the point of bringing different advantages both for the residents of the EU's urban areas and



urban mixtures, just as those living and working close-by. The Peri-Urban zone may turn into the most well-known sort of living and working circumstance on the planet in the twenty-first century.

PURPLE trusts the time has come, at the European dimension, to think past provincial and urban typologies and to perceive that Peri-Urban districts, a mixture of urban and rustic patterns, are vital to the balance of the EU region in general and to the prosperity of its residents. PURPLE sees Peri-Urban zones as a potential lab for regional attachment. They require custom fitted approaches which react to their intricate regional difficulties. A discussion including all dimensions of administration on the advancement of such strategies may point to answers for the EU all in all. PURPLE, Peri-Urban and regional difficulties and dangers Peri-Urban regional resources are additionally in danger, and PURPLE recommends that future EU basic and sectoral arrangements need to consider such dangers in an incorporated and facilitated way

## 6. CONCLUSIONS

Peri-Urban development is a piece of the procedure of urbanization. Whenever arranged and grew as needs be, it will result in rustic urban continuum which is attractive and commonly gainful to both provincial and urban zones. All endeavors ought to be made to guarantee arranged advancement and administration of Peri-Urban regions. With the developing urban economy it is normal that Peri-Urban territories will change to urban zones at quickened rates, which calls for imaginative arranging, directions, innovation, plan, financing choices and conveyance that are gradual and viable. Created and creating nations are engaging the test of dealing with these spaces, with the overflow being increasingly articulated and unsafe in creating nations like India. Making arrangements for long haul and taking in exercises from the past to make another vision for Peri-Urban zones is the need of great importance today.

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