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China and Europe address the challenges for the cities and regions of Europe that may be the consequences of such development trends. Contributions by policy-makers and academic observers will prepare the ground for debating the dimensions ' economy ' , ' knowledge and culture ' , ' environment and mobility ' , ' quality of life ' , and ' governance ' of this challenge.

As part of the urbanization process, suburban development involves the conversion of rural land to urban use. When discussing the suburbs, most writers focus on particular countries in the northern hemisphere, implying that patterns and processes elsewhere are fundamentally different. The purpose of

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The Suburban Land Question is to identify the common elements of suburban development, focusing on issues associated with the scale and pace of rapid urbanization around the world. Editors Richard Harris and Ute Lehrer and a diverse group of contributors draw on a variety of sources, including official data, planning documents, newspapers, interviews, photographs, and field observations to explore the pattern, process, and planning of suburban land development. Featuring case studies from major world regions, including China, India, Latin America, South Africa, as well as France, Austria, the Netherlands, the United States, and Canada, the volume identifies and discusses the peculiarly transitional character of suburban land. In

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Metropolitan North Suburban  
In addition to place and time, The Suburban Land Question addresses the many elements that distinguish land development in urban fringe areas, including economy, social infrastructure, and legality.

Thema der in diesem Buch veröffentlichten Vortragsreihe ist die Raumentwicklung in den europäischen Regionen. Obwohl die EU in diesem Feld nicht über Kompetenzen verfügt, ist die räumliche Politik spätestens seit Verabschiedung der Territorialen Agenda von deren Zielen und Programmen geprägt. Besonders in den großen Metropolen und Metropolregionen werden Motoren zur wirtschaftlichen Entwicklung und damit zur Erreichung



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der Ziele von Lissabon und Göteborg gesehen. Dieser Band legt einen Fokus auf die Umsetzung der europäischen Regionalentwicklungspolitik in verschiedenen Mitgliedstaaten. Dabei steht der Zusammenhang zwischen Metropolen und Peripherien und deren jeweilige Beiträge zu einer nachhaltigen Raumentwicklung im Vordergrund. Die Auswirkungen der EU-Politik wie auch der nationalen Raumplanung auf die territoriale Entwicklung werden von den Referentinnen und Referenten hinterfragt.

Aeromobilities is a collection of essays that tackle in many different ways the growing importance of aviation and air travel in our hypermobile, globalized world.

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Providing a multidisciplinary focus on issues ranging from global airports to the production of airspace, from airline work to helicopters, and from movement in airports to software systems, *Aeromobilities* seeks to enhance our understanding of space, time and mobility in the age of mass air travel. From Sao Paulo to Sydney, *Aeromobilities* draws on local experiences of airspaces to generate theory and research that are global in scope. It is the first book of its kind, bringing together a wide range of theoretical and methodological approaches to aviation and air travel in the social sciences and humanities, while emphasizing the central role of aeromobilities in contemporary social relations. In a world where virtually every aspect of social life is

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touched upon, in one way or another, by the complex global network of airline flows, with its large passenger aircraft and iconic international airports, Aeromobilities provides innovative analyses of some of the most fundamental and influential mobility networks of our time.

By critically assessing the opportunities and challenges posed by planning and governing at the megaregional scale, this innovative book examines the latest conceptualizations of trans-metropolitan landscapes. In doing so, it seeks to uncover whether m

While local government is found in all federal countries,

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Metropolregion Norddeutschland  
its place and role in the governance of these countries varies considerably. In some countries, local government is considered an essential part of the federal nature of the state and recognized in the constitution as such, whereas in others it is simply a creature of the subnational states/provinces. When referring to local government it is more correct to refer to local governments (plural), as these institutions come in all shapes and sizes, performing widely divergent functions. They range from metropolitan municipalities of mega-cities to counties, small town councils, and villages. Their focus is either multi-purpose in the case of municipalities or single purpose in the case of special districts and school districts.

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What unites these institutions of state is that there is no level of government below them. That is also their strength and the source of their democratic claim - they are the government closest to the people. Political science experts from across the globe examine local governments by drawing on case studies of Australia, Austria, Brazil, Canada, Germany, India, Mexico, Nigeria, Switzerland, Spain, South Africa, and United States. Contributors include Martin Burgi (Ruhr-University Bochum), Luis Cesar de Queiroz Ribeiro (Federal University of Rio de Janeiro), Jaap de Visser (University of Western Cape), Habu Galadima (University of Jos), Sol Garson (Federal University of Rio de Janeiro) Boris Graizbord (National College of

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Mexico), Rakesh Hooja (HCM Rajasthan State Institute of Public Administration, India), Andreas Kiefer (European Affairs Office of the Land Salzburg), Andreas Ladner (Swiss Graduate School of Public Administration), George Mathew (Institute of Social Sciences, India), Mike Pagano (University of Illinois at Chicago), Graham Sansom (University of Technology Sydney), Franz Schausberger (Salzburg University), Nico Steytler (University of Western Cape), Francisco Velasco Caballero (Universidad Autónoma de Madrid), and Robert Young (University of Western Ontario).

Since the emergence of urban systems, cities have developed in a mutually inter-dependent process of

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socio-economic dynamics and transportation linkages. In recent years, Airports worldwide have stepped beyond the stage of being pure infrastructure facilities while the complex dynamics that are taking place at and around international airports represent a crucial element in the post-industrial reorganisation of urban and regional systems. Airports are increasingly recognized as general urban activity centres; that is, key assets for cities and regions as economic generators and catalysts of investment in addition to being critical components of efficient city infrastructure. This book brings together contributions from renowned academic scholars and world leading practitioners to discuss insights gained from theory and

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practice. The first collection of papers reflects upon the general role and future of airports as well as their specific contribution to competitive advantages within a fast changing business and economic landscape. The second group of contributions ask about the role airports play within the innovation process that is inherently centred on generating and sharing knowledge. The third section of papers investigates the drivers of real estate developments on airport land and in the close vicinity of airports.

Metropolitan growth has been dramatic in the past several decades, and today metropolitan regions are recognized as the main driving forces in national growth



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and development as well as in national and global innovation processes. The purpose of this book is to contribute to a better understanding of how metropolitan regions and their subsystems interact and compete, why they differ in their capacity to nurture innovation and growth, and how metropolitan policies must be designed to secure the region ' s long-term vitality. To that end, it presents new contributions on theories of urban growth, institutions and policies of urban change, and case studies of urban growth prepared by international experts.

The overarching research topic addressed in this book is the complex and multifaceted interaction between

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infrastructural accessibility/connectivity of city-regions on the one hand and knowledge generation in these city-regions on the other hand. To this end, the book brings together chapters analysing how infrastructural accessibility is related to changing patterns of business location of knowledge-intensive industries in city-regions. The chapters in this book specifically dwell on recent manifestations of and developments in the accessibility/knowledge-nexus, with a particular metageographical focus on how this materializes in major city-regions. In the different chapters, this shifting relation is broached from different perspectives (seaports, airports, brainports), at different scales (ranging from global-scale analyses to case studies),

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and by adopting a variety of methodologies (straddling the wide variety of methodological approaches currently adopted in human geography research).

Researchers contributing to this edited volume come from different scholarly backgrounds (sociology, human geography, regional planning), which allows for a varied treatise of this research topic.

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