

## FRAMEWORK CONCEPT IN TOWN BUILDING

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### Abstract

The system of urban planning had no significant changes over the last hundred years in most countries of the world, but several countries are on the path of application of new methods over the last decades. These include the strategic spatial planning; the use of spatial planning to integrate functions of the public sector with the inclusion of the territorial aspect; new methods of regulation and management of land-use, the planning for new territorial forms, such as regional patterns of settlement, compact cities and new urbanism. The issue of sustainable urban development is increasingly crucial in the measure of urbanization in the countries. Urban planning can play an important role in achieving sustainable of urban development. Planned changes are needed to reach the goal in creating urban sustainability to give cities the desired shape in terms of territoriality and space, to provide a service system while maintaining climatic conditions. Urban planning can direct the issue of climate change into the course of decisions on major issues of urban development. The world has seen the unprecedented pace of urbanization in the early XX century. The number of cities grew on average by 2,6 % in the period from 1956 to 2007. The number of the world's urban population has increased four - fold from 0,7 to 3,3 billion people during this period, thus the extent of urbanization has increased from 29% in 1950 to 49% in 2007. Even more noteworthy is the fact that the world population living in cities exceeded 50% in 2008. This trend is expected to continue, and 70% of the population will live in urban areas according to the calculations, (The United Nations Human Settlements Programme, UN-HABITAT).

**Keywords:** territorial-industrial area, agglomeration, oil-gas producing areas, industrial zones, residential territories.

### 1. INTRODUCTION

Serious problems of the XXI century, as rapid urbanization, climate change, global recession and scarcity of natural resources, today return the world to the planning system. These issues are essential for the territorial structure and activity of human settlements.

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The issue of sustainable urban development is increasingly crucial in the measure of urbanization in the countries. Urban planning can play an important role in achieving sustainable of urban development. Planned changes are needed to reach the goal in creating urban sustainability to give cities the desired shape in terms of territoriality and space, to provide a service system while maintaining climatic conditions. Urban planning can direct the issue of climate change into the course of decisions on major issues of urban development.

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The pace of urban population growth fell to 1.8% per year. More than half a century ago, the urbanization has reached 50% in developed countries; however, such scales will be achieved in developing countries no earlier than 2019.

The urbanization has reached the highest level in developed countries. 74% of the population lives in cities. The low growth rate of the urban population is marked, average growth rate was 0.8% per year in the period from 1975 to 2007, it is expected to decrease to 0, 3% in the period between 2025 and 2050. The increase in urban population due to migration in developed countries amounted to one third.

Another demographic aspect is the rapid aging of the population, as evidenced by the increased percentage of residents aged 60 years and above.

Countries with economies in transition have negative demographic trend - the negative population growth in some cities. The population of Eastern Europe was reduced in 75 % of the cities for the period from 1990 to 2005. The reason for this was the growth of population migration in the European Union countries, the negative trends of economic development, the growth crisis and the increase in mortality. The collapse of the Soviet Union contributed to the decline in urban population that influenced on many different aspects of city life. The rapid ageing of the population has been another trend in recent decades.

About 44% of the population lives in cities in developing countries. As this figure is expected to grow to 67% in 2050. Average annual rate of population growth was 3,1 % in the period from 1975 to 2007. According to calculations, this rate will be reduced to 2,3.% in the period from 2007 to 2025 and to 6, 1 % in the period from 2025 to 2050. The highest rates of urbanization are observed in the countries of the developing regions, particularly in Asia and Africa. A high percentage of youth (15-29 years) is an important demographic trend in developing countries. 60% of the population of developing countries will be young people aged up to 18 years old in 2030( UN-HABITAT).

The modern city is a difficult object of settling with a wide range of numerous problems, where the driving force is the human factor and the way of life. Based on the motto "everything for the people", a modern city should function in such a way that people could comfortably live in it, to rest and work. Clean environment, aesthetically beautiful image of the city and the optimal architectural planning system should be the basis for this.

Cities with rich industrial and transport facilities, with numerous areas of residential development, represent a particular challenge in light of these requirements.

Targeted development planning urban structure, which is becoming one of the critical urban problems, is a reflection of such difficulties. Adapting the content of the city (social, functional, technical) is always ahead of possible changes to the shape of the city (structure), creating between them a conflict situation. City planning structure should be flexible and easily adaptable to changes (adjustment of the master plan) is to have a territorial reserves, the ability of load redistribution, etc. Stability and resistance patterns should be provided on the other side. The logic of urban development is contained in the structure. The structure must be equal to the functions, the functional set and the scale should be linked with the urban structure without destroying the structural stability, which in turn means a stable living conditions.

However, not all planning structure of the city (the total complexity of its component parts and connections), and the most significant parts and connections that preserve the features of the integrity and sustainability are crucial in this aspect. Such parts and communications planning structure may be referred to as its framework.

The problem of the planning structure of the largest cities in the settlement systems has its own characteristics in developing and Western countries. Unique urban structures with marked framework are presented in schematic form in the studies of Y. Gruz in 1960. Similar developments have taken place in England, France and other countries. Even more schematic attempts up to a global scale, have been made by K. Doxiadis (Greece). According to V. P. Glazychev, in Japan the term "space frame of the urban environment" in the architectural and compositional sense, related to the traditions of Japanese architecture, is used.

The concept of framework system," city environment", incorporates a complex conglomerate of concepts, as the scale of the city, and on the scale of agglomeration and settlement systems on the example of Azerbaijan.

Extensive resource areas with oil and gas production with the complex engineering and transport infrastructure, which have a close multipurpose technological and functional connection with the processing

industry and residential land formations, are the main feature and driving force of the Azerbaijan framework-"city environment".

Elements of historical industrial framework of the republic (waste oil site, old industrial areas, construction camps, old engineering and transport infrastructure) require the reconstruction of the planning structure, reclamation and regeneration of waste oil and gas territories and the subsequent placing on them:

less harmful industries;

sanitary protection zones( buffer areas between production and residential area);

farmlands;

residential districts;

The examples show that the notion of frame is used at different spatial scales, aspects senses. In the scale of the city, it is the planning-structural, structural - functional, transport - technical, architectural and compositional framework. In addition to the city, the concept of the framework is associated with the regions and the country as a whole, refers to a system of settlement, transport, territorial structure, national economy, industry and others. There is a scale of certain parts of the city, its central part. Under this proposed definition, the methodological prerequisites are different, and sometimes are contradictory. At the same time, the common features are identified, regardless of scale and perspective and different meanings complement each other. It is found a natural fact of the concentration of economic and social functions, population and communications in spatial structures, forming a kind of frame in general. In spite of interdepartmental and interdisciplinary properties of the framework, this concept is not used in system theory. In each case, the specific application of the framework-it is a constructive and productive, allows separating the important from the unimportant and focusing on the main.

Formalization of the methodological starting positions is required for the functional representation of the frame. The framework of settlement will be presented in the form of a graph, the peak of which are the cities, and the arcs are the functional and technological ties between them and the environment (natural, industrial, agricultural, etc.). The establishment of threshold values of the distances between the structural parts and elements of the framework is necessary to determine the total distance between all cities in the measurement of the shortest way. The main congestion of cities includes two-thirds of the total number of cities in 12% of the territory of the republic and is divided into three parts. The dominant position of them is central rod: west and east. The rod reaches the largest seals in the eastern direction (Baku and agglomeration). Other parts (north and south) differ in the size of the cities according to their functional characteristics, areas and technological ties with the environment. Brightly labeled the framework resettlement in the republic is manifested in spatial concentration and orientation of the elements and parts of the frame. The pattern and configuration of the frame is the original structure, which was determined under the influence of the historical development of the country and its nature (the outline of the rivers, mountains, etc.). Natural factors included in the multifunctional elements of the environment are of great importance for the structure of the frame. The next level of settlement is the agglomeration. There is a transition to a new system associated with the planning structure of the city. Having defined the output properties outside its internal structure. In possession of the certain output properties, beyond its internal structure. The framework in relation to the city is correlated with its planning structure. Well-known planning axis direction, planning units and centers of urban patterns are essentially planning framework. Therefore, two separate notions: the axis plus the node or direction plus center, are associated into one more comprehensive and generalized notion of frame, and the last is output to the general scientific understanding of the graph, with its peaks and edges.

The planning framework of the city is associated with its transportation and communication framework that is included in its composition, but does not exhaust the content. Transport is a prerequisite for the construction of the framework, or rather is one of the key elements not only in the structure of the urban organism, but also outside of its administrative and territorial boundaries. In this regard, the original concept of the frame of the planning structure arose from the idea to take advantage of areas along transportation lines for the further development of the city.

It is known that the architectural and aesthetic appearance of the city naturally is associated with its planning structure. The urban environment is most pronounced than deep areas outside of the frame. There is a need to speak about the unity of the planning and architectural planning of the framework, as the main principle of the architectural composition of large spaces. Communication nodes, in which the conditions of human activity are most pronounced and in which there is a need to create spatial accents, which are transition elements from one spatial order (scale) to another, occur in the compounds of subsystems planning framework. Specific conditions of formation of the regional urban building structures find their aesthetic expression in the framework. The latter comprises the city and its surroundings. The alternation of the natural landscape and human activity, the framework tops plays a special role in the characteristics of such structures. The accumulated information about the framework, its genetic quality, as a carrier of the

structure, economic and social efficiency, a favorable relationship with the environment, the conservation of the natural and historic environment, finally, the architectural and compositional possibilities require summarization, explanation, and comparison with existing, field-proven theories.

## **SUMMARY**

Oil-extracting sector forming manufacturing and industry environment of Azerbaijan is developing in different directions and inherent currents in the area of the republic. This progress influences the specific industrial and residential climate in a number of regions of the republic.

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