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FEATURES IN THE DEVELOPMENT OF URBAN SYSTEMS AND OUR ENVIRONMENT IN THE CONTEXT OF GEO-URBAN DEVELOPMENT

ABSTRACT

This paper is devoted to issues related to the definition of the spatial landscape framework of urban systems development. The introduction includes some aspects of spatial planning and legal provisions related to spatial planning and the various zoning and development policies that apply in the modern nation-state. The author's views on the influence of landscape on spatial development are also presented. Next, an analysis is made of the incorporation of regional science to assess and analyze the spatial development of urban systems and how this differs from a purely urban planning approach to our surroundings. Specific features of landscape and regional science are discussed. Particular aspects of policy implementation related to the analysis and features of urban space research and development are highlighted, and leading authors and researchers are mentioned. The urban focus of spatial policies is then outlined. The conclusion summarises the author's views on the importance of urban processes for contemporary regional development and spatial governance.

KEYWORDS: cities, development, public sector, change, settlements, governance, environment, territory

JEL: R15, R58, E27, E61, L98

INTRODUCTION

Spatial planning is a system of measures, acts and actions of a de facto legal nature that aim to create normative conditions for the use of the land surface for work, recreation and recreation of the population. In the modern nation-state, territories are divided into groups according to various criteria. The division of territories has its horizontal and vertical distribution. More fundamentally, the modern state determines which parts of its territory can be used for which purposes, irrespective of their physico-geographical location. This framework and functional division of territory is usually done through regulations or laws. In the first place, the hierarchy implies to be taken into account as written in the Constitution of the modern state, in the second place is the legislative framework that brings out the regulation of the main administrative units of the country. This paper aims to set the framework of administrative and territorial planning of the national territory through the prism of regional development and the functioning of the administrative-territorial units. Here arises the question of the peculiarities of the legal characteristic of property rights and territorial rights. Here it is worth mentioning that land has its own property. In this direction, we can assume that ownership is a legal right to an asset, which gives the owner the power to do whatever he wants, subject to the restrictions provided

by law or contract. A person can have only one property, no matter what its size. If that person's estate has separate rights, obligations and de facto relationships, for example a business enterprise or has accepted an inheritance under inventory, it does not mean that the person owns two estates. Thus, with respect to regional governance, it is important to determine that all land-use activities are subject to legal regulation. From the point of view of regional development, we will not mainly observe the legal side, but we will refer to the Law on Spatial Planning, the Law on Administrative and Territorial Planning and other important laws concerning territorial development issues. It is worth mentioning here that, according to an expert assessment, the Law on Spatial Planning (LZP) adopts rules which in some cases go beyond the limits of classical administrative law. Article 7 of the Planning Act defines territorial and land properties according to their main purpose. It is determined specifically through development schemes and development plans (Botev, J 2000). Thus, it is important to note that according to the legislation and in territorial terms, it is assumed that land plots are parts of the territory and their use depends on the nature and on the provisions and perspectives of the respective plans. The first, basic category is the so-called urban areas. These are used to meet the immediate needs of people for work, recreation and recreation. The second, subsequent category is the agricultural categories (territories). These cover arable land and often non-arable land. The third category is forest areas. The fourth - the protected territories (Stanev, p, 2000). The legislation allows change in the use of the territory. This requires certain actions to be carried out. First of all, it is important whether the development event is planned for the territory or land plot. This means that under this law only the development can be the reason for a change in the designation of the territory. Another important condition is to have a detailed development plan in force. This means that this plan has been created by the relevant competent authorities and the appeal periods have expired or have not been appealed. For areas or parts of areas which are public, state and public property, no change of use is allowed. This transition to spatial planning policies is related to the fact that since 1990, in the years of transformation, the understanding of the spatial arrangement of settlements in general has changed and we have a total contrast in land use and spatial planning. This undoubtedly leads to depressive development of settlements, and the expectation is that gradually local authorities and central government will realize that this pattern of chaotic regional development also sets urban development at more than two speeds (Tsonkov, 2022). On the other hand, in the context of contemporary urban studies, research accepts a basic starting point: at its deepest, cities are an economic phenomenon - a primary and spontaneous form of economies of scale. The socio-cultural and civilisational significance of cities and urbanisation has its economic determinism. For many geographers and economists, the uneven development generated by the principles of the market economy is the basis of the acute social contradictions of modernity. And the explanation of this uneven development is embedded in the very patterns of macroeconomic development and political stability of development. Uneven development and inequality are also a feature of urbanization. Thus, we can assume the growth of cities along with the spatial growth of depressed areas and the ghettoization of urban territory. In relation to this, there is an imperative need to expand the living environment, but at the same time, many efforts are needed to maintain the quality of life in cities. In this direction, we will trace regional development as a factor for the development of urban systems (Petrov, 2015).

1. THE URBAN LANDSCAPE AND REGIONAL SCIENCE

Focusing on population, society and the economy, examining them from all sorts of aspects, it elucidates basic economic issues related to the development, structure and distribution of the workforce, work habits, economic specialization. By linking the objective natural complex (the landscape) with the super-current issue of the protection of the natural environment, one inevitably arrives at the contemporary landscape ecology of cities. The main author who

brought urban landscape as a scientific field was Karl Troll, who for the first time in his research used the concept of urban landscapes, which include the territories with the immediate perception of natural and "human" (settlements, traffic flows, etc.) components. He sees landscapes primarily as morphological features. For Troll, the changes made by people in the landscape represent the main task of regional research. Karl Troll's definition of landscape is somewhat different from the understanding of landscape by nineteenth-century geographers. After the Second World War, landscape traditions continued their development in the major interdisciplinary field of Regional Geography and later in Regional Economic Geography. Regional studies reflected the spirit of neo-positivism in the social sciences in the 1970s. It is the quintessence of a synthesized methodological approach, in this case focused on regional studies. Regional science is a field of social science concerned with analytical approaches to problems that are primarily urban, rural, or regional. Topics in regional science include location theory or spatial economics, location modeling, transportation, migration analysis, land use and urban development, cross-industrial analysis, natural and environmental analysis, resource management, urban and regional policy analysis, geographic information systems, and spatial data analysis. In the broadest sense, any social science analysis that has a spatial dimension is covered by regional science. The beginning of Regional Science is usually taken to be the late 1940s, when some American economists, dissatisfied with the low level of regional economic analysis, had the urge to update it. Working in the field of regional planning, in 1950 Walter Eisard met at the American Economic Association with 26 other like-minded economists to work out a more detailed idea of what the emerging science should look like: it should be interdisciplinary, with a new concept and methodology. The official "beginning" of Regional Science, however, is 1954, when the Regional Science Association was founded (by members of the American Economic Association, including Walter Eisner), a time when Eisner was working on his first major work, *Location and Space Economy*, probably based on his original Harvard lecture course on location theory and regional development. Even the modern economic theory of urbanism and regional development is a macroeconomic discipline in its spirit, and therefore leaves little room for a microeconomic approach, characteristic of the classical location theory for the location of industrial and other sites (Geneshki, Georgiev, 1995). In 1991, Paul Krugman, highly regarded as a theorist of international trade, urged economists to pay more attention to economic geography in a book entitled *Geography and Trade*, emphasizing the basic region-based scientific concept of agglomeration economics. Thus, with the creation of the New Economic Geography, there is renewed interest in Regional Science, with which the New Economic Geography has many points of contact. Moreover, the unification of Europe and the increasing internationalization of the economic, social and political spheres of the world has further induced interest in the study of regional, as opposed to national, phenomena (Blaug, M.1996). The rapid prosperity of the New Economic Geography at the Cape has also been due to the well-trained specialists of the London School of Economics, who combine quantitative analysis with other research techniques. In his Nobel lecture, Paul Krugman has references to both the location theory of regional science and the economic theory of trade. It is a form of economic analysis that aims to explain the spatial structure of the economy by creating models in which increasing utility has a place in an imperfect market. The development of the New Economic Geography is the result of the explosive interest of economists in questions of space to govern economic activity. The new theoretical elaboration of the spatial concentration of industry through the approaches of the New Economic Geography greatly assists in understanding why some regions develop more than others, why cities arise, and where they are located. A complete theory of regional development would integrate the theories of agglomeration economies with physical geography and with public sector economics (Sachs, 2008). ideas of urban modernisation are moving away from their original meaning and are beginning to have more negative consequences for the urban environment and ultimately becoming a driver for processes of spatial segregation and

economic and urban decline. The segregation of urban space in the major urban centres of Western democracies was most intense precisely in the apogee period - the 1960s, 1970s, when the largest infrastructure projects were implemented. The social basis of artistic modernization is the industrial economy in its last stage, preceding postmodern times. The cities of the early Industrial Revolution were at the epicentre of progress and the urban environment was a reflection of new forms of economic and social governance. And, above all, of the tradition of governance of the modern nation and colonial state - centralized from the metropolis to the periphery, both in "overseas" and "home", provincial aspects (From the point of view of urban development, we are of the opinion that GDP is a more appropriate aggregate macroeconomic indicator that can be used in monitoring urban development and in particular the urban economy. The main reason for this is that cities are a major centre of attraction and in many cases, and especially in less developed countries, urbanisation is largely an efficient process driven by foreign investment. This applies to a high degree to the sectors of the urban economy such as services, trade and construction, and also to a number of industries attracting labour from agricultural areas(Asheim.1996).Here the role of the city rises within the landscape, in which the city, creating some good (product or service), and its sphere of influence, are the basic elements of the lower level subsystem of such subsystems as from the "cells" of the nationwide network the lower level of the pattern is formed. Thus, the pair "city - zone of influence" becomes the basic construct in a model of urban systems development. In it, production is located in a specific plane (plane), but output "flows" to the pole (the city acts as a market). Population size and settlement importance are not necessarily synonymous, but the central place is conceptualised in terms of its importance in the area around it. Thus, the city and the settlements form the agglomeration area. The purpose of its study is to determine the optimal location of cities. Thus, the central place is some territory in which there is a city that performs the functions of serving the population of the area, providing trade of goods and services. Thus, the urban environment has its own intensity and importance depending on the size of the locality. The very possibility of creating urban spaces within economic activity is very significant for the economy of the city. Urban space thus serves as one of the factors of production on the one hand, and on the other hand, it is itself a product of productions intended for intermediate (production) or final consumption. In this regard, the analysis of the role of the city's infrastructure deserves special attention. Moreover, the emergence of basic concepts and numerous empirical studies summarizing extensive factual material create a prerequisite for the formation within the scientific field of city economics of a subject for research of an academic type with logically organized theoretical foundations. For their modern development, cities in the world rely on innovation, which is the main driver of economic growth and increases the investment potential of the city. Innovation is vital not only for the development of the economy, but also for the development of the whole territory. In the city, the relationships between people are much more intense, ideas are born, and they drive innovation processes. On this basis, the innovative development of cities is being developed. The modern development of cities is accompanied by significant technological and societal changes which impose new challenges on society. The city is the place where people meet much more often, where they can exchange ideas to solve important problems.

2. FEATURES OF URBAN SPACE RESEARCH AND DEVELOPMENT

The main thing is what is the state of urban space is derived processes and spatial forms of social relations, which are closely related to the general mechanisms of social development. In order to understand the processes in cities, the processes that create and restructure spatial forms must first be uncovered. The spatial planning and architecture of cities and their districts reflect the conflicts between different social and economic communities. Housing, schools, transport, services and entertainment are the modes of consumption of the products of modern industry,

i.e. location within the urban territory is important in terms of attitudes towards business behaviour. The taxation system influences where and who can buy, rent or build. Large corporations, banks, and insurance companies providing capital for urban development have considerable power over the processes of shaping the urban environment. State and municipal institutions also directly influence many aspects of the urban environment through the planning and construction of urban infrastructure. The physical appearance of the city is therefore the result of the action, interaction and often counteraction of market and institutional forces. The example of the labour market is a simplification of the spatial model of an urban economic system, especially given the importance of temporary labour migration, the rise in importance of telecommunications (the internet), and labour and/or housing markets often defining the basis on which the concept of local/urban economy is based. However much the concept of a local economy may appear to be a given, it must be recognised that it is based on certain fundamental (unavoidable) conditions, even if these are widespread or artificially held for a long time. To speak of an urban economy in a meaningful sense is to make sense of the whole range of exchange - labour and the basic commodities involved in production and consumption. Territory is one such factor of production, and the market for land as well as property presages the widespread spread of private property, but also the responsibility of states to enforce property rights. The idea of an urban economy also implies a specific division of labour that generates the exchange of goods and services. As the territorial scope of economic activities expands, the coherence and limitations of the local/urban economy increasingly come to the fore. As flows across borders intensify, the meaning of the thing called national economy is now being questioned. The coherence of local/urban economies is rooted in the mindset that economic interests and communities share a collective dependence on social and technical infrastructure such as transportation and utility networks, labor markets, and the capabilities and powers of local government. They can all be seen as a specific territory, which means that their spatiality tends towards a relatively compact form. The new global role of the urban economy began with the transformations at the micro and macro levels in the West, following deindustrialisation in the 1970s, and in some developing countries since the mid-1980s. As a result of large-scale restructuring, major cities and metropolitan regions adopted their own, local principles and initiatives to generate employment and growth without waiting for and overly depending on national economic trends (Shikova,2000). As a direct consequence, in some cities and urban areas with old industrial infrastructure, the shift to the tertiary sector has caused massive structural unemployment. Thus, many towns and cities which generally account for a large share of the national system have fallen into serious crisis. In this process, the trend of local coping through the mechanisms of clustering has begun in cities. Local governance has assisted these processes by creating suitable conditions for endogenous growth (Krugman, 2010). The essence of this approach is the understanding that the mobilization of endogenous local resources and partnerships (clustering) can benefit from globalization processes instead of being a passive consumer and will improve the conditions for growth. Urbanisation is above all a change of organisation and way of life imposed by economic processes. Urban settlements are the first known form of the principle of 'economies of scale'. Economics and urban economics take into account the relationship between the main stages in the development of production relations and the stages of urban development (within the geographical scope of the 'old world'): pre-antique, antique, medieval, early capitalist, modern, post-modern. There are several significant reasons that led us to focus on one such issue as administrative-institutional conditioning in the development of urbanization. First: the social "address" of most of the natural "driving forces" of the urbanization process (modernization and technological development, the development of productive forces, the intensity of the social and territorial division of labor, the movement of capital) is no longer the city alone, but also the other (non-urban) settlements (especially in developed countries) where agricultural production is developed. If the first technical breakthroughs at the beginning of the actual urbanization (the

industrial revolution) appeared in the city and brought about qualitative changes in its social development, in its socio-professional structure, in its culture and way of life, now, thanks to the new technological breakthroughs, these (or similar) changes are already an integral part of non-urban (rural) areas as well. Thanks to its 'industrial revolution', agriculture in developed countries is similar to industry, with a social significance identical to that of 'urban' agriculture. We are not referring to the ideological thesis of socialism, the "levelling of the countryside and the city",¹ nor to the concept of the "unified urban way of life" of Western sociology, but in urbanisation (whether "socialist" or "capitalist"), the development of transport and digital communications has led to the integration of "urban" with "rural" culture and lifestyles. Moreover: many villages offer better living conditions than cities (Velkovska, 2011). Modern urbanisation has even changed the activity and direction of demographic processes (one of the main measures of urbanisation): both rural and urban populations are growing; urban-rural migration is increasing; daily rural-urban commuting is increasing. The other reason is the over-ideologization of urbanization processes, which animates many researchers of this problem: "socialist" and "capitalist", or its idealization. As much as we would not like to, we must surely accept one thing: "From their initial emergence, cities came into being through a geographically and socially determined concentration of productive surplus. Urbanization in the world is now in the stage of catastrophic acceleration of the concentration of population in cities and their agglomerations. If in 1800 the planet had only London with a population of more than 1 million, in 1900 the million cities were already 10, in 1950 - 78, in 2000 - more than 400 million cities, in which about 40% live. ² In 2015 there will be more than 80 cities with a population of more than 4 million, i.e. in them will live every fourth inhabitant of the planet. A new stage in urban development has begun: global urbanisation. Globalisation, driven by advances in transport and telecommunications, and a positive political climate has already created a global economy characterised by unprecedented levels of urbanisation (more and bigger cities than ever before). Many of these, especially cities in East Asian countries with robust economic growth, have grown spectacularly in the last 25 years, in some cases more than fourfold. Urbanization is now a global phenomenon (Georgiev.2006). Cities are deliberate concentrations of exchange opportunities created to facilitate access. To reach these opportunities, however, we need mobility. This means that cities cannot simply be concentrations of exchange opportunities - they must devote some of their space to movement. This is why settlements are made up of two types of space - space for movement and space for exchange. The more space settlements devote to movement, the more the space for exchange is dispersed and reduced. In addition, urban development should also be driven by technological solutions that bring together different policy areas, help cities reduce their environmental impact and provide a better life for citizens. The development of cities, from their formation as a geographic feature with a growing concentration of functions and populations on a limited territory, to their present state as a complex and dynamic social organism, generates a certain educational interest. Cities require sustainable management, adequate planning in terms of spatial regulation, physical planning of urbanised territories based on well-developed and developed economic functions and activities.

CONCLUSION

In recent years, a process of investment pressure on urbanised and suburbanised territories has been realised, based on the expansion of the scope of the economic influence of cities. The result of this process is a complication of the problems and tasks related to the management and development of cities, as well as the emergence of conflict points between the centre and the periphery. The increased development of cities, based on the developed economic base and the additional population, necessitates the extension of the transport axes linking the different parts of the city. Today's rapid development of knowledge necessitates the rational renewal of cities, subject to the achievement of increased aspirations for a better life in a better urban

environment. The vision for urban development in the 21st century is linked to the New Charter of Athens 2003. In the 21st century, the European Union will realise its main objective of integrating the European economic and physical space. On this basis, the widely spread vision of the future of European cities is presented. The complex relationships between the different functions and activities of cities deteriorate the ecological balance between the natural and anthropogenic environment and the possibilities for realising sustainable urban development. In economic terms, the urban territory represents the consolidation and development of urban functions and activities and, on this basis, the provision of urban services. In an economic sense, the process of urban development is determined by the growth of the economic impact of the city, including on the adjacent urban territory, i.e. This creates an 'inkomick field' - of the city's influence over a larger territory. This influence is particularly evident when looking at the city from a spatial perspective. Contemporary urban processes determine the fact that the city is no longer seen as a tangential form of settlement, but as a highly developed urbanised territory.

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