

**Kobdabayev A.**

postgraduate student, department of “Architecture”  
Kyrgyz-Russian University named after Boris Yeltsin s.,  
Kyrgyzstan, Bishkek, e-mail: favorite\_100@mail.ru

**HISTORICAL TOWN-PLANNING ASPECTS  
OF THE FORMATION OF A SETTLEMENT SYSTEM IN THE TERRITORY  
OF WESTERN KAZAKHSTAN**

Since ancient times across the territory of the Aktyubinsk region transit caravan tracks along which settlements, parking, workshops on service of caravans were formed lay. Due to the change, geopolitical, economic situations changed also traces of ways that was reflected in structures of resettlement across all territory of the modern Western region of Kazakhstan and South Ural of the Russian Federation. Practically all administrative centers of areas and the city of the Aktyubinsk region at the present stage are located on thoroughfares and some large settlements – the former centers of livestock production, trade and a fair remain away from the main transport corridors.

**Key words:** resettlement, transport links, urban settlements, accessibility, planning axis.

Кобдабаев.А

Борис Ельцин атындағы Қырғыз-Ресей университетінің  
«Архитектура» кафедрасының аспиранты,  
Қырғызстан, Бишкек, e-mail: favorite\_100@mail.ru

**Батыс Қазақстан аумағында тарихи-қала құрылысы аспектілері,  
қоныстану жүйесін қалыптастыру**

Ежелден Ақтөбе облысының аумағындағы бүкіл елді мекендердегі, тұрақтар, шеберханалар керуендерге қызмет ету орындары транзиттік керуен жолдарын қалыптастырды. Геосаяси, экономикалық жағдайлардың өзгеруіне байланысты қазіргі Батыс Қазақстан аймағымен Оңтүстік Орал және Ресей Федерациясының барлық аумағында қоныстандыру жолдарының іздері өзгерді. Іс жүзінде облыстың және Ақтөбе қаласының барлық әкімшілік орталықтары мен Ақтөбе қаласының қазіргі кезеңде көлік магистральдарында орналасқан және кейбір ірі елді мекендер, мал шаруашылығы, сауда және жәрмеңкенің бұрынғы орталықтары негізгі көлік жолының жағында қалды.

**Түйін сөздер:** қоныс аудару, көлік, байланыс, қалалық елді мекендер, қолжетімділігі, жоспарлау осы.

Кобдабаев. А

аспирант кафедрасы “ Архитектура “  
Кыргызско-Российского университета имени Бориса Ельцина,  
Кыргызстан, Бишкек, e-mail: favorite\_100@mail.ru

**Историко-градостроительные аспекты формирования системы расселения  
на территории Западного Казахстана**

Издревле по всей территории Актыубинской области транзитные караванные пути, по которым проходят населенные пункты, стоянки, мастерские служение караванов формировалось лежа. В связи с изменением геополитической, экономические ситуации изменились и следы путей, которые структуры расселения по всей территории современного Западного Регион Казахстана и Южного Урала Российской Федерации. Практически все административные центры областей и

города Актюбинской области на современном этапе расположены на транспортных магистралях и некоторые крупные населенные пункты–бывшие центры животноводства, торговля и ярмарка остаются в стороне от основных транспортных коридоров.

**Ключевые слова:** переселение, транспортные связи, городские поселения, доступность, ось планирования.

## Introduction

An exceptional historical and cultural potential of republican importance, as well as reflecting the town-planning history in the Ural River basin in the territory of Western Kazakhstan, cannot but attract the interest of tourists, not only domestic, but also foreign, including spiritual pilgrims. The rich history of cities and populated areas, favorable natural factors, cultural and town-planning heritage, in spite of large losses, allow them to move to the path of sustainable development and take a worthy place among the cities of Kazakhstan (Abdrasilova, 2010). The most representative part of the historical and cultural heritage of Western Kazakhstan is the Aral-Caspian region, where more than 50,000 mass complexes of memorial and cult architecture of nomads and semi-nomads are observed. In its scope, the Aral-Caspian phenomenon, formed in the unfavorable conditions of the arid-steppe zone, in the bowels of a nomadic society, is comparable with similar generally recognized achievements of civilization. Various monuments of the memorial and religious architecture of the middle Ages and modern times – mosques, mausoleums, architectural fences, gravestones, tombstones, etc. – are distributed throughout the territory of Western Kazakhstan and adjacent areas (Abdrasilova, 2010).

The urgency of research is especially evident now, when urban planning solutions are being

actively introduced (Town Planning Plans for Regions and Regions, master plans, etc.) in the old districts of the city, there are numerous problems associated with the preservation of not only historical buildings, but also the surrounding historical urban development environment (Yargina, 1991). One of the most diseased historical and urban problems in the Ural River basin in the territory of Kazakhstan is the measures aimed at restoring and reconstructing the layout of medieval towns along the “Great Silk Road” route, as well as the historical part of the existing cities as monuments of town planning of the 18th-19th centuries.

## Main part

1. The development of populated areas with sustainable transport links dates back to the middle Ages. Some transit land international trade routes from east to west (the Great Silk Road) passed through the territory of the western region of Kazakhstan (Kalmykskaya road to Turkestan, Nogai road to Samara), and water transport allowed trade caravans to leave through the territory of Persia to the Middle East. In addition to major cultural centers, such as Saraishyk, Aktobe, Zhayik (conditional name), etc. for servicing the caravans along the route were small town-workshops parking lots, places for resting people and pack animals, repairing horse-drawn vehicles.



**Figure 1** – Tracing of medieval caravan routes (based on materials from the KazRestavratsiya)



Figure 2 – Scheme of the author on the materials of Kazrestavratsiya

2. The development of the linear settlement of urban settlements along the Ural River (Zhayik) is dictated mainly by the development of the Ural River, rich in valuable fish, and by the displacement of nomadic tribes to the southern steppe territory by building fortresses and fortresses (Smirnov, Kobdabaev, 2017) necessary to protect the southern borders of the Russian Empire. The lower course of the Ural River is a kind of core of life for the West Kazakhstan and Atyrauregions of Kazakhstan against the background of the desert and semi-desert (Chibilev, 1988). It was at this time that such fortified cities as Orenburg, Orsk, Iletskaia Fortress (on the territory of Russia), Yaitskiy Gorodok (Uralsk), Guryev-gorodok (Atyrau), Aktyubinsk (Aktobe), and already by the 18th century were laid as military engineers in the expedition they become the main strongholds of the Urals defense system, the most powerful consolidation of their time. An important role was played by the distance from one fortress to another in the event of raids or sieges of timely military assistance. For the most effective control over the boundless steppes and rapid reaction to the raids of the Kokand, Turkmen, etc., expeditionary and military detachments were built fortresses and fortresses Karabutak, Irgiz (Ukr.Ural), Turgai (Ukr. Orburgskaya), Fort Raim (Kazalinsk) etc. The development of trade relations in the western regions of the Tsarist Empire with nomadic peoples forced

them to take measures to provide the population and merchants with objects of trade and services, security and improvement of settlements, since the region was a favorable territory for transhumance, the main products were livestock products (meat, wool, skins, cattle, etc.). The intensive development of agriculture originates from the Stolypin agrarian reform, when peasants from the Central and Western parts of Tsarist Russia were resettled. In connection with this, in 1907, in the Temir district, the Djurun Agricultural Experimental Station was organized, where specialists from the Moscow Agrarian Institute worked. In the northern part of the region in the Akbulak area, Martuka and on the territory of the city of Aktyubinsk, flourmills on a horse-driven drive and windmills were commissioned, and water mills stood on the Ilel River.

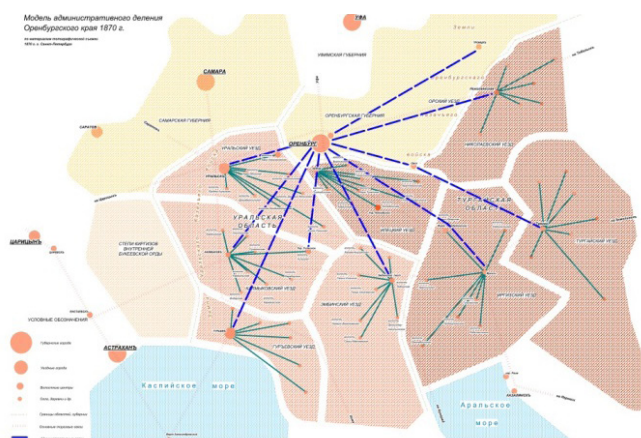
3. Rapid development in the years of the USSR receives links with the development of mining industry in the region, oil and gas and other deposits are being developed, new working settlements are emerging, temporary camps for geologists become full-fledged settlements with cultural and consumer services, and so on. Evacuated during the Great Patriotic War industrial enterprises are the impetus for the industrial development of the region. The development of the mining industry, railway and pipeline transport has determined the prospects for the development and location of new settlements

and cities, and for much of Western Kazakhstan the development of a resettlement system according to the expedition-shift principle. In connection with this, cities such as Khromtau, Alga, Temir, Shalkar, Kandyagash, Emba, Gem and the district center of Badamsha have signs of a mono-profile development, where the main problem today is the high unemployment rate associated with the liquidation of city-forming enterprises, a significant

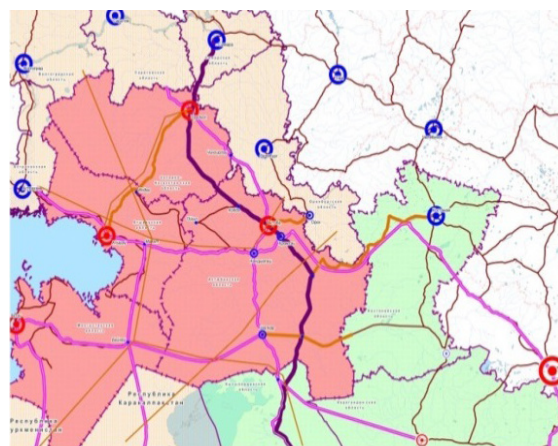
reduction in the number jobs in the city-forming enterprises. Unemployment entails a number of severe social phenomena, such as poverty, a high level of crime and morbidity in the population, and increased social tensions in society. The construction of railway communications, auto and pipeline transport has made its own adjustments in the development of the resettlement structure in the region.



Figure – Strengthening of Irgiz. Strengthening of “Karabutak” Fort “Raim” (Kazalinsk) (Picture of T. Shevchenko)



a.



b.

a) Model of the administrative division of the Orenburg Region in 1870 (author’s model)  
 b) Modern main transport corridors of the Western region of Kazakhstan. (the scheme of the author).

Figure

### Conclusion

The main measures to solve the problems of single-industry towns are:

Adoption of integrated investment plans for each city, including the creation through grants (transfers) and loans of new competitive enterprises in the promising areas of development. Full or partial restoration of the activities of the city-

forming enterprises in those cases when there are objective economic preconditions for this. For example, the prospects for the development of the city of Khromtau are inextricably linked with plans for the development of the mining industry-the Don mine. Another direction for the rehabilitation of small towns is the establishment of enterprises for the processing of agricultural products, which will be supplied from adjacent agricultural units. The

development of cities as transport and transport and logistics centers is also promising. Accommodation in Khromtau (other small towns) of socially important institutions serving the inter-settlement value (colleges, vocational lyceums, specialized

medical centers) will improve the level of services to the population in these settlements and others in the zone of their influence, and will also create new jobs, which will reduce the unemployment rate of the local population.

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