

## NEED AND SCOPE OF FORMATION OF REGIONAL DESIGN CODE RULES

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### Abstract:

The article talks about the role of the design code in the regulation of urban infrastructure elements, stylistic harmony in the environment, the importance of streets and roads in the city structure, their division into categories based on the rules of the design code, and the solutions for defining their boundaries. Problems that can be solved within the framework of the design code in the historical areas of Samarkand and Bukhara are studied.

**Keywords:** Design code, urban planning structure elements, street and road networks, advertising and information devices, visual pollution, red line, cultural heritage objects, design line.

### Main part

The need to create design code rules for historical areas of cities, and to classify streets and roads based on design code rules is one of the important tasks of today. The revolutionary changes in the historical part of the city and the destruction of traditional urban structures are caused by an important element that is an integral part of urban development, i.e. streets. Due to improperly organized urban infrastructure constructions, the historical region loses its national-artistic identity, and socio-cultural, and compositional stability is disturbed.

Modern cities often have problems with the combination of historical buildings and new buildings. This can be seen, for example, in the contrast of various external advertising and information structures against the background of ancient buildings. Currently, the urban environment is often overloaded with large amounts of information, which can cause imbalance. One way to solve this problem is to use design tools. Together with economic efficiency, the harmonious design of the urban environment helps to form a holistic vision, preserve traditions, establish new trends, as well as ensure safety and comfort [1].

In many cases, the lack of a single stylistic solution in the urban environment and the elements of advertising are mainly in the first place in the visual image of the city. As a result, environmental elements can become cluttered in the city, which negatively affects its attractiveness and visitability of the area. This, in turn, can lead to a decrease in the flow of tourists and a decrease in the activity of residents. Therefore, it is necessary to create a harmonious design that contributes to the uniqueness and attractiveness of the urban environment. This can be a key factor for tourist routes and help bring more visitors to the city. And cultural ideas and symbols can be used to create an aesthetically pleasing image [2].

The most effective and at the same time promising tool for creating a comfortable urban environment is the design code, which is a set of rules that regulates the process of designing the urban environment and applies to a wide range of parameters of the urban space (stylistics and location). Characteristics of signs, distribution of street amenities - trash cans, benches, lights, etc., selection of street covering materials and road surface texture, etc.) [3].

As an integral structural element that exists in different periods and reflects the material evidence of history, it is very important to study the laws affecting the stability of the street to determine the design code principles.

Many research scientists have studied the elements of the urban structure, but the methodological and visual elements of the street-road system were not taken into account in their research.

Kevin Lynch developed the concept of the mental image of the city in his research. The five main elements defined by him (roads, edges, districts, nodes, and signs) allow us to determine the original principles of urban planning [4]. This method allows measuring the functional characteristics of the urban environment but does not form a holistic artistic image of the elements of the social, cultural, and composite urban structure.

A traditional street is a multi-functional, linear public space bordered by construction lines. Usually, the boundary between the street and buildings is regulated by a red line. According to the regulatory influence of the red line, the following types of streets have been identified [5]:

- The traditional type of street: the same facades of the houses are stretched along the red line;
- streets based on the same fabric and frame;
- violation of the connection between the urban frame and the fabric of the traditional structure while preserving the red line;
- lack of red line, loss of connections between frame and fabric.

The historical regions of the cities have their unique traditional landscape. As a result of the destruction of the structural diversity of the streets with such landscapes, the harmony of the traditional urban fabric is broken, socio-cultural stability is lost, and the perception of the environment and visual characteristics are broken.

There is another factor that destroys historical areas. The modern demand for traffic on the streets leads to an increase in traffic flow. Due to the traffic in the traditional streets, they lose their attractiveness and traditional functions.

The architecture of alternative and multi-style structures with similar features of visual complexity helps to enrich the urban environment and preserve historical memory [6]. It follows that urban infrastructure elements with traditional architectural features are important in maintaining the stability of historical areas. It is necessary to take these factors into account when defining areas within the design code.

There are several reasons why it is necessary to establish design code rules in modern areas adjacent to the boundaries of the historic centers of the city.

L.V. Robejnik identified the following trends and phenomena in terms of the mutual scope (scale) of individual architectural objects and suburban parts [7]:

- violation of architectural tectonics as a result of the construction of modern buildings in the street section within the boundaries of historical buildings;
- the loss of large-scale places of historical interest in front of madrasahs, mosques, and accented buildings of traditional historical buildings;
- the increase of the urban architectural scale due to the number of floors of new buildings and vertical growth;
- due to the appearance of skyscrapers in cities, leads to the disproportion of the environment and people;
- the appearance of separate architectural objects that contrast with the surrounding objects in terms of appearance;
- conscious change of the visual scale of the architecture-design concept implemented based on a specific plan.

Currently, 8,208 objects are registered as objects of cultural heritage in the Republic of Uzbekistan, of which 4,047 objects are not protected, and 6,291 are not protected [8].

During the control activities, it was found that 146 illegal structures were built in a total of 108 cultural heritage sites across the republic [9].

"Will the historical image of Bukhara be preserved?" The article talks about the buildings in the historical center of Bukhara, which are arbitrarily damaged and have a design that is completely disproportionate to the architectural image of the area [10]. Such cases show how necessary design code rules are for historical centers.

In his article on Kun.uz, Professor A. Orolov talks about the destruction of the historical environment in the city of Samarkand, the disproportion of styles and sizes in the buildings around the historical area, and the incorrect use of colors and ornaments in the newly built objects [11].

In the historical centers of the cities of Bukhara and Samarkand, in the historical monuments and the areas adjacent to them, the environment was disturbed as a result of the incorrect placement of advertising objects, signs, and the non-regulation of non-stationary trade objects. Improperly installed lighting equipment and inscriptions on historical objects cause great damage to them. Existing problems: indifference to historical architecture, disproportionate objects/sizes, inappropriateness of decorative elements in the area, inappropriateness of advertising/vivesques in the area, excess of vivesques in small areas, presence of non-compliant devices, lack of landscaping, blind showcases, visual noise and others (Figure 1).



Figure 1. Negative situations in the historical areas of the city of Bukhara

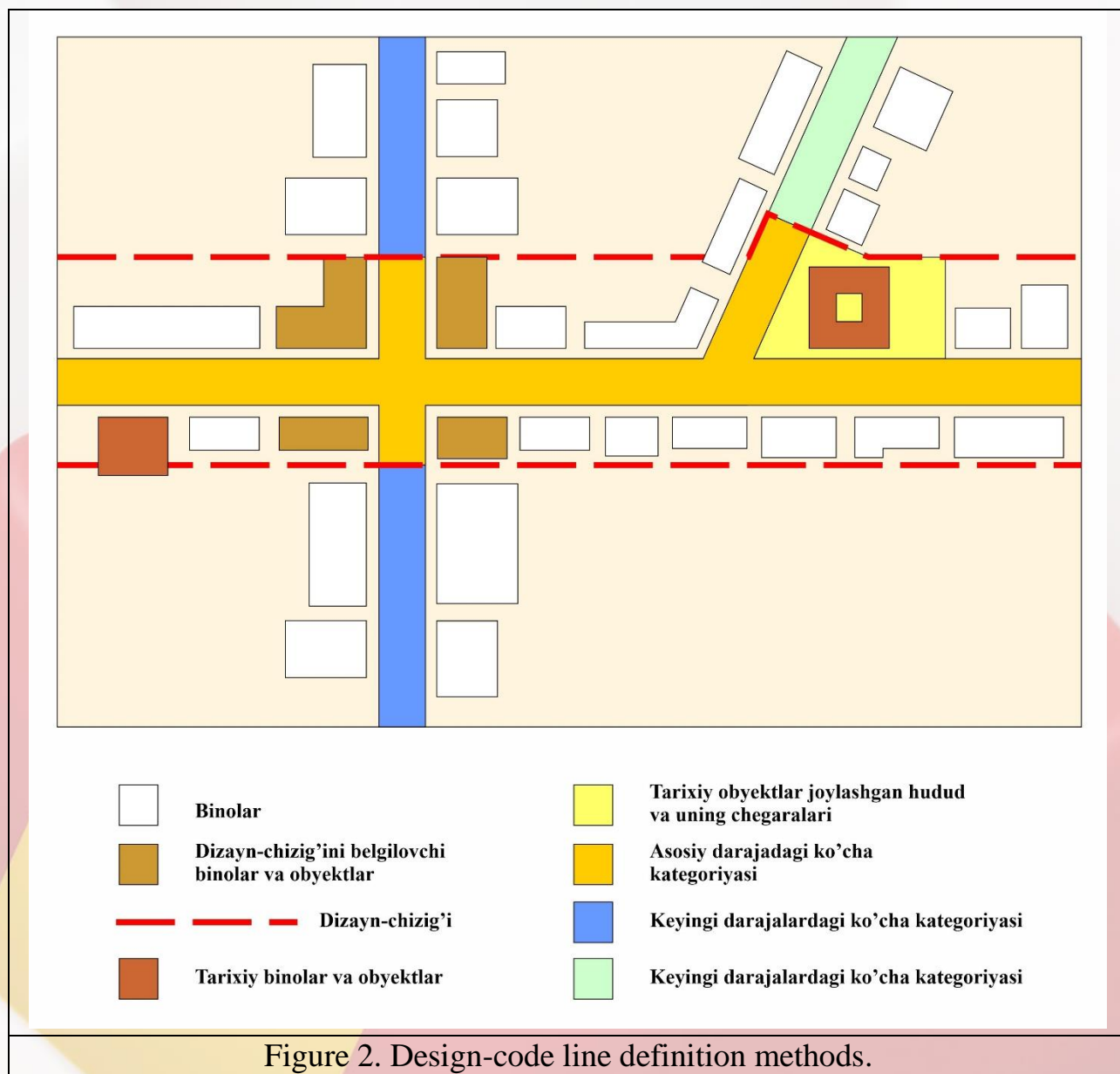


Figure 2. Negative situations in the historical areas of the city of Samarkand

Figure 1. Negative cases of design code objects in the historical centers of the cities of Bukhara and Samarkand [12].

There is another important aspect in the regulation of the environment based on the development of Design Code rules in historical areas. It is also necessary to establish a "design-code line" between street categories based on design-code rules, such as the presence of a red line in street and road networks. The design requirements of the streets defined based on different categories are also different. Such requirements are distributed based on the "design-code line" when determining the influence areas of the rules at street and road intersections. "Design-code line" is considered the concept used for the first time in this research work for design-code rules, and it is used in "nodes" of street categories. "Nodes" should be understood as intersections or intersections of streets. The design-code line is set based on the requirements of the main (predominant) street category, depending on the type of intersection,

at a certain distance to the street area of the lower category, or based on the visual width. In most cases, the design-code line is established depending on the completion of the territorial boundaries of the architectural objects at the intersection (Fig. 2).



Why is a design line proposed and why is it needed? This line is used to determine the boundary between the code requirements for different types of streets, to ease the tension between the categories, that is, to reduce the disproportion in the installation of elements in the environment across the territory, and not to violate the visual border of the categories. In addition, there are height lines imposed on building facades along with several requirements for the use of environmental elements. These lines are determined for streets of different categories based on the architectural characteristics of the buildings in them. It is widely used for advertising and name signs in commercial buildings. It is a difficult task to define such lines in an orderly manner for historical areas. It is important to choose a place and area for

the elements formed based on modern signs and innovative approaches to the street system in the architectural methodical solution of the environment, to determine their necessity and impact on the area.

## Summary

The following most pressing issues within the design code were identified: Visual pollution of the urban environment.

1. Changing the facades of the building disproportionately to the style of the environment.
2. Non-existence of individually considered general requirements for the selection and placement of information and improvement structures about the environment.
3. Non-implementation of the rules of the design code and non-uniform architectural style of related elements.
4. Inadequate organization of the environment and landscape areas of the historical center, and lack of facilities for people with disabilities.
5. Such as improper placement and regulation of MMO's protection and security elements.
6. Delimitation of categories based on design-code requirements is problematic.

There are several important factors in choosing street categories for historical areas, defining and establishing their mutual boundaries. Taking such factors into account, the correct formulation of design code rules serves to preserve historical areas and pass them on to future generations.

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