Zamonaviy dolzarb muammolaridan biri jahon shaharsozligi rivojlanish jarayon va aglomeratsiyalarning shakllanishi hisoblanadi. Bu jarayonlarga oxirgi yillar davomida shahar aholisining o'sishi, uning iqtisodiy jihatdan rivojlangan katta shaharlarda kontsentratsiyasi, alohida shaharlarga va qishloqlar o'r tasadadi aloqalarni kuchayishi (ham transport, ham ijtimoiy, ham maishiy va mehnat aloqalari) katta ta'sir ko'rsatmoqda.

Keyingi yillarda mamlakatimiz ijtimoiy-iqtisodiy sohasida rivojlanish jarayonning sezilarli darajada o'sishi ko'zga tashlanmoqda. Respublika aholising madaniy darajasiga va moddiy farovonligining oshishiga qarab uning faolligini, xarid qobiliyatini, ko'ngil xizmatini ham o'sib bormoqda. Bularning barchasi jamoat manfaatlariga xizmat qilishi uchun ob'ektiv shart-sharoit yaratmoqda.

Annotatsiya

Одна из актуальных мировых проблем - это процесс развития мирового градостроительства и формирование агломераций. В последние годы на эти процессы большое влияние оказал рост городского населения, его концентрация в экономически развитых крупных городах и усиление связей между отдельными городами и деревнями (транспортных, социальных, бытовых и трудовых).

В последние годы наблюдается значительный рост социально-экономического развития Узбекистана. По мере роста культурного уровня и материального благосостояния населения республики растет его активность, покупательная способность, развлечения и спрос на учреждения агломерационного уровня, ориентированные на оказание услуг. Все это создает объективные условия для стремительного развития зданий супермаркетов, культурных и торговых центров, направленных на служение общественным интересам.

Annotation:

One of the current problems of the world is the process of development of world urban planning and the formation of agglomerations. These processes have been greatly influenced in recent years by the growth of the urban population, its concentration in economically developed large cities, and the strengthening of links between individual cities and villages (both transport, social, domestic, and labor). In recent years, there has been a significant increase in the socio-economic development of the country.

As the cultural level and material well-being of the population of the Uzbekistan grows, so does its
activity, purchasing power, entertainment, and the demand for public service-oriented agglomeration institutions. All this creates objective conditions for the rapid development of buildings, supermarkets, cultural and shopping centers, aimed at serving the public interest.

Kalit so‘zlar: Aglomeratsiya, savdo majmualari, shahar ekologiyasi, tabiyy mubah, yorug'lik, akustika, mikroiqlim talablari, piyodalar va transport harakati.

Ключевые слова: агломерация, торговые центры, городская экология, природная среда, освещение, акустика, требования к микроклимату, пешеходное и транспортное движение.

Keywords: agglomeration, shopping malls, urban ecology, natural environment, lighting, acoustics, microclimate requirements, pedestrian and traffic movement.

Introduction. In the world, special importance is attached to the issues of development of social infrastructure and trade-household service complexes at the level of agglomeration. Currently, in developed countries, measures are being sought to increasingly activate social and economic relations and use the roads of agglomeration importance in this area. Special attention is paid to the implementation of comprehensive projects on the formation of agglomeration trade complexes connected with highways, and to the reconstruction of trade complexes due to natural needs.

The main part: In Uzbekistan, like in other countries of the world, group systems of population areas are rapidly forming. AJGT (group systems of settlements) is formed based on certain factors.

In the formation of AJGT or "agglomerations", such factors as the development of mutual relations between urban and rural population areas, the wide spread of population migration processes, the complex development of the network of population areas and the development of spatial concepts in the field of urbanism are the main factors. [19,13].

The development of city centers and the formation of shopping complexes have been widely discussed in the practice of urban planning in many countries in recent years. This phenomenon affects the structure and architectural appearance of the city centers in modern conditions. The problems of architectural formation of commercial centers of cities require a comprehensive consideration of complex urban development processes. For example, we all know that historical streets, villages and cities did not appear by themselves, they were formed along the streets. The development of the city center as a socio-cultural and public-commercial center requires the strengthening of the central functions of the agglomeration [12,13].

In the process of development of the regional centers of Uzbekistan, their centers are being formed. In the design of commercial and household service complexes in the center of cities, taking into account car traffic, there is a need to organize parking lots in the center and streets of densely populated cities, as a result, noise and toxic gases begin to affect the physiological and psychological state of the population, and the city negatively affects the ecology.

In historically existing cities, commercial and household service complexes, that is, markets, were formed before the appearance of motorized transport [20]. Currently, the design of new commercial and residential service centers will have to take pedestrian and traffic into account. The main reason for the main difficulties in the formation of trade and household service complexes in city centers is related to the organization of pedestrian and traffic flows. That is why the role of urban planning organization in the design practice of commercial and household service centers is incomparable, their main goal is to balance pedestrian and traffic flows with the help of architectural and planning tools. [6,8,12].

The essence of the matter depends on the activity of trade and household complexes specializing
in trade for placing trade centers in the city structure. Shopping centers are considered to be the central collective life arena of cities, as well as a place for public gatherings and other events. As a regional center, as the city grows, the population's demand for agglomeration-level shopping centers also increases. For this reason, various services begin to be integrated in commercial and household service centers. There is a need to protect workers and visitors from shopping centers from sunlight, rain, snow, dust and other natural influences. [7,11,18].

We can consider the basics of architectural-planning design of trade-household service complexes in regional city centers in natural-climatic conditions. According to our observations, the role of the natural environment, lighting, acoustics, microclimate requirements, pedestrian and traffic management issues in the design is important. The architectural-planning design of commercial and household service buildings and structures in regional cities requires the following: a comfortable environment, the optimal ratio of natural and artificial light, sufficient insulation and sunscreens, organization of microclimate in buildings.

A draft recommendation on the division of the territory of Uzbekistan into zones was developed; **Construction and climatic zones of the republic of Uzbekistan**

In the first picture, taking into account that the regions of Uzbekistan are located in different regions, they differ from each other in terms of natural and geographical aspects, and the sharply continental, dry and hot climate is characteristic of all regions, trade in cities with a moderate climate - in the design of household service complexes, in order to organize open, semi-open, and closed commercial-household service complexes, various commercial complex enterprises are placed around them along the main shopping streets.

In order to plan the intermediate distances of agglomeration trade and household service complexes on regional and urban highways of Uzbekistan, a proposal was developed to divide them into regions as follows:

- the areas with extremely harsh climate are closed commercial and household service complexes.
commercial and household service complexes are organized in open and semi-open areas with a moderate climate.

Favorable climatic conditions in Uzbekistan (the duration of the hot season) led to the creation of shopping complex areas:

1. The open-type trade-household service complex was divided as follows:
   a. for the open organization of trade and household service complexes, the main trade streets are open and various trade and household service enterprises are located around it.

   Open trade and household service complexes are economically efficient. Trade and household service complexes are organized in temperate cities, for example, in Jizzakh region.

2. The semi-open commercial and household service complex was divided as follows:
   a. for the open organization of trade and household service complexes, the main trade streets are open and various trade and household service enterprises are located around it.

   Semi-open trade and household service complexes are organized in open and closed main shopping streets. Trade and household service enterprises are placed along the streets. Such trade and household service complexes are organized in flat areas. For example, it is organized in Kashkadarya region.

3. The closed commercial and household service complex is organized as follows:
   a. closed commercial and household service complexes are organized in a compact formation around the main closed shopping streets. In this case, trade and household service complexes can be fully protected by customers in adverse climatic conditions. Such trade and household service complexes are established in cities that are mainly affected by the desert. For example, it is organized in Khorezm region [13,14,18].

Ways to achieve planning diversity and compositional unity in the development of commercial and household service complexes in regional cities of Uzbekistan are recommended:

The movement of cars in regional city centers creates a number of negative processes and has a great impact on commercial and household service complexes located in this area. For this reason, the demand for shopping complexes organized in a way suitable for pedestrians and traffic, as well as natural and climatic conditions increases. [11,13,16].

Results: A large-capacity car park organized around cities is important for the effective operation of trade-household service complexes at the level of agglomeration. However, the places reserved for public and private vehicles in this settlement require to be organized on the basis of a clear plan, because this auto settlement can be used by customers coming from different districts of the agglomeration by public and private transport. It is also important to organize pedestrian traffic for organized trade and household service enterprises and institutions. Currently, large flows of pedestrians cross the street from one side to the other, disrupting vehicular traffic and creating traffic jams. To solve the problem, it would be appropriate to build a pedestrian bridge underground or over the street.

The architectural spatial structure of regional city centers serves as a basis for the organization of pedestrian and transport traffic. The organization of trade and household service complexes in the system of the agglomeration core will attract the population of the entire region. In this case, as a rule, service institutions and enterprises are embodied, public activity is high, the city center of the agglomeration level develops public functions and becomes an attractive environment for residents.

Alternatively, in many cases, a superficial approach to the creation of pedestrian zones restricts access to the city center, prohibits the movement of vehicles in densely populated areas and allows
movement in a limited circle [6].

Such a situation is organized mainly by equipping and beautifying shopping streets intended for pedestrians, considering and forming city streets as a multi-functional complex. That’s why architects designing existing commercial-household service complexes should avoid these mistakes and shortcomings. [10,19,20]

When solving urban planning issues, it is necessary to take into account a large number of customers visiting them and a large amount of cargo flow. The first factor requires the organization of entry and exit to the complexes, and the second is the organization of roads for the delivery of goods and products. Therefore, taking into account the specific requirements of these structures, that is, we consider it advisable to design closed, semi-open and open commercial and household service complex buildings in accordance with the natural climate.

The types of trade and household service complexes were formed based on the following, the infrastructure system of trade and household service complexes on highways was scientifically analyzed and the directions related to its activity were developed in the form of the following diagram.

In the second picture, the types of trade and household service complexes are formed on the basis of the following, the infrastructure system of trade and household service complexes on highways was scientifically analyzed and the directions related to its activity were developed in the form of the following diagram.

Therefore, the service network is classified by zones, regions, and at the same time by the type and character of service.

Thus, for the purpose of determining the capacity and type of shopping centers at the agglomeration level, the agglomeration is divided into the densely located large residential massif of the main city or the types of shopping centers serving the entire agglomeration.

It should be noted that shopping centers at the level of agglomeration have another advantage in terms of the form of service to the population, which creates real opportunities for centralized supply, significantly simplifies the supply of products to stores and the location of farm warehouses. Products are brought from some warehouses to warehouses of district trade centers, prepared for sale and sent to city warehouses. This, in turn, leads to a reduction in farm storage in cities. [7]

In this case, it is necessary to take into account the planned service radius, i.e., the maximum distance between shopping complexes and customers in closed conditions. Shopping complexes should mainly have easy access by vehicle and separate external freight flow and customer flow. [7,8,11,21]. According to sanitary requirements, closed, semi-open and open trade complexes must be located at least 1.5 km from places of pollution and damage from waste, at least 500 m from warehouses and industrial enterprises that emit dust and strong odors. Semi-open trade complexes are large since it is with intermediate buildings, in their design and placement, it is necessary to try to create an architectural ensemble that is harmonious with other buildings in the city [10].

Compared to other trade and service enterprises, shopping centers have a number of advantages, in which the problems of traffic and road crossings are solved, and residential areas in districts are zoned [3].

Placement of trade enterprises in an integrated manner, meeting the demands of customers in a wide scope, necessary amenities are created. Due to the unification of constructions and the use of a single plan system, construction periods are reduced. A wide range of compositional possibilities opens up in the design of this complex and diverse complex of buildings.
The classification of trade centers in the agglomeration and the organizational principles of the service system are of great importance. The organization of retail trade enterprises, catering and household service networks is solved depending on the structurally planned dimensions and population of cities and districts in the agglomeration [3].

1. Facilities (trade and service buildings, offices and other public buildings);
2. Parking places;
3. Pedestrian crossings and corridors;
4. Roads for car traffic;
5. Places for public transport;
6. Buffer area (well equipped) area separating parking lots from external roads);
7. Reserve space (in case of expansion of the shopping center).

It is proposed to form the main goals of transport planning in shopping centers as follows:

a) organization of free movement of vehicles along the road system surrounding the shopping center;
b) efficient movement from highways to the location of the shopping center; transportation at the location of such a center;
c) organization of convenient and economical parking lots;
d) separation of service transport and customer transport;
e) provision of isolated places for public transport and passenger unloading [11,12,21].

In fact, this planning consists of determining the size, location and type of each shopping center according to the type and quality of products sold.

**Conclusion:** In the development of the project of commercial and household service complex centers at the level of agglomeration, the features of architectural-planning solutions that arise under the influence of external natural-climatic conditions and internal complex functional-technological processes are of great importance.

The rational organization of pedestrian and traffic movements in architectural solutions will also be of great importance.

It makes it possible to clarify their function in urban planning, constructive solutions, socio-economic aspects, artistic-architectural solutions, nomenclature of building types, classification, norms and categories of rooms.

In addition to these, climatology issues in building typology, fire protection in architecture, acoustics and evacuation organization are required.

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