



Analysis of Placement of Agromomatic Levels of Commercial Services in Jizak City Structure

Eshatov I.Q

Independent researcher
Samarkand city (Uzbekistan)
Samarkand State Architectural and Construction Institute

Mavlonov M.D

Master of the 1st stage
Samarkand city (Uzbekistan)
Samarkand State Architectural and Construction Institute

Mahmudova F

Senior Lecture
Samarkand city (Uzbekistan)
Samarkand State Architectural and Construction Institute

ABSTRACT

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.

Keywords:

Agglomeration, Shopping Malls, Urban Ecology, Natural Environment, Lighting, Acoustics, Microclimate Requirements, Pedestrian And Traffic Movement.

The development of urban centers and the formation of shopping malls has been widely discussed in recent years in the urban planning practice of many countries. This phenomenon has an impact on the structure and architectural appearance of urban centers in modern conditions. The problems of architectural formation of shopping centers in cities require a comprehensive approach to complex urban planning processes. The development of the city center as a socio-cultural and public trade center requires the strengthening of the central functions of the agglomeration.

In the process of development of regional centers of Uzbekistan, their centers are being formed. There is a need to organize car parks in the center and streets of densely populated cities, taking into account traffic in the design

of shopping and service centers in the city center, as a result of which noise and toxic gases begin to affect the physiological and psychological state of the population. also has a negative impact on the environment.

Historically, in existing cities, shopping malls, ie markets, were formed before the advent of motorized transport. At present, pedestrian and traffic traffic will have to be taken into account in the design of new shopping centers. The main reason for the main difficulties in the formation of trade and consumer services in urban centers is the organization of pedestrian and traffic flows. Therefore, the role of urban planning in the design of shopping centers is unique, their main purpose is to balance the flow of pedestrians and traffic using architectural and planning means [1].

The essence of the matter lies in the activities of shopping and residential complexes specializing in trade for the placement of shopping centers in the city structure. Shopping centers (markets) are considered to be the central arena of public life of cities, as well as places of public gatherings and other events. For this reason, various services will be integrated in the shopping centers. There is a need to protect shopping malls and visitors from sunlight, rain, snow, dust and other natural influences.

Large-capacity (500 outlets and more) shopping centers of agglomeration level are located in the regional center, and medium-sized and small-capacity (up to 500 outlets) shopping and service complexes are of district importance. are shopping malls that have [4].

We can consider the basics of architectural and planning design of trade and consumer services complexes in regional centers on the example of Jizzakh. According to our observations, the role of natural environment, lighting, acoustics, microclimate requirements, organization of pedestrians and traffic in the design is important. Architectural design of commercial and service buildings and structures in Jizzakh requires: a comfortable environment, the optimal ratio of natural and artificial light, adequate insulation and sun protection, the organization of the microclimate in the building [7].

Today, a great deal of work is being done in Jizzakh to establish trade and consumer services complexes. If we compare the image of today's city with the situation 5 years ago, the scale of the changes is obvious. Only Alisher Navoi and Mustaqillik streets, unique public buildings on Sharof Rashidov Avenue, cultural and public service facilities, newly built wide and smooth streets are unique to the city. gave a look. All this is a practical manifestation of the noble efforts of the President of the Republic of

Uzbekistan to ensure the happiness and well-being of our people [1].

In a short time, a large amount of construction work was carried out in the city. Among them are the Orom market and shopping malls built in the city. The fact that the first floor of modern housing is designed for trade and consumer services will allow to further improve the quality of services provided to the population. According to the master plan of the city of Jizzakh, at the same time, the shopping malls around them are planned to be commissioned in the coming years.

The enterprises and institutions of trade and consumer services designed on Islam Karimov Street are organized on the basis of a comprehensive approach. The fact that there are several shopping malls on both sides of the wide street shows that good conditions have been created for buyers.

1. Mediapark complex and adjacent to it is located across the street, at a certain distance from the road. Commercial and service complexes are located and do not obstruct traffic.

2. Wide sidewalks and green area have created good opportunities for customer movement and access to commercial buildings. In addition, the establishment of parking lots in the vicinity of trade and consumer services enterprises and institutions will create convenience for buyers.

2. Jizzakh Farmer's Market "Old City" can be considered as a semi-open commercial and residential complex. The market area consists of several pavilion-shaped structures of medium and large capacity. Semi-open markets differ significantly from other administrative buildings in their volumetric and spatial compositions, general and absolute dimensions, as well as the size and proportions of individual parts(Fig 1).



Figure 1. Modern MEDIAPARK complex located on I.Karimov Street in Jizzakh.

In the temperate natural climate of Jizzakh, it is advisable to organize semi-open trade and service complexes.

Traffic in the city center has created a number of negative processes, which have a significant impact on the attractiveness of shopping malls located in the area. Rationally organized pedestrian and transport traffic increases the comfort of shopping and service complexes, allows to beautify existing urban centers on the basis of modern requirements [11].

The large-capacity car park located around the Orom market in Jizzakh is important for the effective operation of the agglomeration-level shopping and residential complex. However, the areas allocated for public and private vehicles in this settlement need to be organized according to a clear plan, as this parking lot can be used by buyers coming from different districts of the agglomeration by public and private transport.

It is also important to organize the movement of pedestrians for trade and consumer services enterprises and institutions on both sides of the border. Currently, large streams of pedestrians are blocking the movement of vehicles from one side of the street to the other, creating traffic jams. To solve the problem, it is advisable to build a pedestrian bridge underground or over the street.

The architectural and spatial structure of the city center serves as a basis for the organization of pedestrian and traffic traffic. The establishment of trade and service complexes in the agglomeration core system will have the power to attract the entire population of the region. At the same time, as a rule, there will be an attractive environment for the population, with the integration of service institutions and enterprises, high public activity, the development of public functions in the city center at the level of agglomeration (Fig. 2).



Figure 2. Jizzakh city "Old city" market.

At the same time, 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 within a restricted area [6].

This situation is mainly organized by equipping and beautifying shopping streets for pedestrians, including the consideration and formation of city streets as a multifunctional complex. Therefore, architects designing existing commercial and service complexes should avoid these errors and omissions [10]

Semi-open trade markets designed for the Jizzakh agglomeration have their own characteristics, which require taking into account the large number of buyers who visit them and the large amount of cargo flow in solving urban planning problems. The first factor is the organization of entrances and exits to the market, and the second is the organization of roads for the delivery of goods and products. Therefore, taking into account the specific requirements of these facilities, ie the need for semi-open trade markets to be as close as possible to the consumer in providing the population with food, primarily perishable products, It is advisable to place in cities and districts where it is convenient to show.

It is necessary to take into account the planned service radius, ie the maximum distance between the semi-open market and

the buyer. In shopping malls, access should be easy, mainly by vehicle, and the external cargo flow and the flow of customers should be separate. According to sanitary requirements, semi-open markets should be at least 1.5 km from the places of pollution and waste contamination, at least 500 m from warehouses and industrial enterprises that emit dust and strong odors. In their design and placement, efforts should be made to create an architectural ensemble that blends in with other buildings in the city.

Establishment of pre-market areas for the convenience of customers in the design of land for shopping centers and the definition of their parking spaces, as well as open warehouses with easy access from shopping center buildings, summer and winter shopping areas and parking lots implied. The area of one plot of land is 1.5 hectares, and in urban areas - 0.5 hectares for the construction of a market.

When trade outlets of trade and consumer services complexes are built in the form of pavilions, it will be possible to create relatively well-equipped outlets. They provide a convenient supply of products, as well as close access to warehouses, sanitary and control points, and ensure that the seller is comfortable to work and meets the conditions of full visibility of products on sale [8].

A comparison of the methods of placing stationary stalls shows that the method of

longitudinal wall enclosures, while in multi-hall markets, the halls separated by walls have advantages. Based on the requirements of grouping outlets, a “product neighborhood” is provided where different products can be sold. [9].

- In order to ensure a wide and unobstructed view in the trade halls of trade and consumer services, it is advisable to use pillars without columns and columns;

- wall surfaces, linings, stained glass and floor surfaces are smooth and durable, easy to clean (designed for washing under water pressure), as well as commercial equipment (racks, stands, etc.) waterproof and convenient must have smooth coatings to be cleaned;

- colors in the architectural interior of the trading hall should not neutralize the color of the product, but clearly reflect the natural colors- should not prevent the customer from evaluating the products offered. For this reason, it is better to use bright, white, colorful colors in the interior of the market.

The volumetric-spatial structures discussed above can be divided into two groups: large (single) intermediate non-volatile environmental markets (single hall) and multi-intermediate markets with interchangeable large and small dimensions. (two and three halls). The volumetric structure of large-gap indoor markets largely depends on the design of the closures. In large-span buildings, it is important to identify the supporting parts of the structure, that is, the tectonic device.

In modern agglomeration, trade and consumer services and catering enterprises, as well as building complexes - shopping centers, which combine all services in one place, play an important role in relation to unorganized, separate or additional built facilities. This, in turn, will not only create a number of benefits for the population, but also improve the organization of trade and cultural enterprises. Shopping centers have a number of advantages over other trade and service enterprises, which solve the problem of transport and road crossings, as well as zoning residential areas in the districts [3].

Integrated placement of trade enterprises will meet the needs of customers and create the

necessary facilities. Construction time will be reduced based on the unification of structures and the use of a single planning system. This opens up a wide range of compositional possibilities in the design of a complex and diverse set of buildings.

In the agglomeration, the classification of shopping centers and the organizational principles of the service system are of great importance. The organization of retail trade, catering and consumer services depends on the planned size of the structure and population of cities and districts in the agglomeration [3].

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

Thus, in order to determine the capacity and type of shopping centers at the agglomeration level, the agglomeration is divided into the types of shopping centers that serve a large dense residential area of the main city or the entire agglomeration.

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

In short, in the design of complex centers of trade and consumer services at the agglomeration level, the features of the formation of architectural and planning solutions that occur under the influence of external natural and climatic conditions and internal complex functional and technological processes are of great importance.

Rational organization of pedestrian and traffic traffic will also be of great importance in architectural solutions. In the future, architects and construction personnel should be based on the achievements of modern scientific and technological progress in solving the problem of further improving the design and construction of commercial and residential

complexes at the level of agglomeration at the level of modern requirements.

This, in turn, requires the systematic study of the type of buildings as well as their organization. It allows them to define their role in urban planning, constructive solution, socio-economic aspects, artistic and architectural solutions, nomenclature of building types, classification, norms and categories of rooms.

In addition, the typology of buildings requires climatology, architectural fire protection, acoustics and the organization of evacuation.

REFERENCES

1. Decree of the President of the Republic of Uzbekistan Sh.M. Mirziyoyev "On measures to radically improve the processes of urbanization". No. UP-5623 dated January 10, 2019.
2. Askarov Sh.D. Region - space - city. – M.: Stroyizdat, 1988. – 201 p.
3. Ata-Mirzaev O.B. Regional forecasting of settlement and management of the urbanization process. - Tashkent: Fan, 1979. - 92 p.
4. Bakirkhanov F.F., Tursunov Kh.K. Urban planning potential of regional settlement. - Tashkent: AKATM, 2001. - 112 p.
5. Eshatov I.Q., Mustafojeva M.Z. Specific problems and features of modernization of trade and consumer services in the regional centers of Uzbekistan. // Journal of Architecture and Construction Science, SamDAQI?? 2, 2019.
6. Tursunov X.K., Latipov D.V. Gradostroitel'naya deyatel'nost' v novyx usloviyax razvitiya Uzbekistan // Problems of architecture and construction (nauchno-tehnicheskii zhurnal), 2004, № 4. - p.44-46
7. Urbax A.I. Obshchestvenno-torgovye tsentry. M., TsNTI on p. i arx., 1972
8. Urbax A.I. Problems of formation of new types of trade buildings and complexes.M., 1973;
9. Urbax A.I. Torgovye zdaniya i

kompleksy. M., Stroyizdat, 1974;

10. Urbax A.I., Khoroshilov V.B. Perspektivy razvitiya trgovyx tsentrov gorodskogo znacheniya. Review information. VNIITAG, 1989, vyp. 13;
11. Urbax A.I., Lin M.T. Peshexodnye trgovye ulitsy i zony za rubejom. Review information. MGTsNTI, 1982, vyp. 30.