



ESTABLISHMENT OF NATIONAL ECONOMIC SPACE: JANSEN'S URBAN PLANNING IN SOUTH ANATOLIA

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Abstract

Starting with İzmir Economy Congress in 1923, even distribution of economic development had been main spatial strategy for Turkish government (İnan, 1989a). For this reason, between 1923 and 1940, 117 urban plans for Turkish cities and towns were prepared (Karakaya, 2010; Keskinok & Karakaya, 2010). In addition, principle of etatism had gained its legitimacy in the establishment of national economic space through urban planning after 1929 crisis. The main policies to determine policy-oriented urban planning were establishment of a national economy and arrangement of the space in nation-state in this period (Keskinok, 2010). In the first and second development programmes (İnan, 1972; İnan, 1989b), there were regional foci created as agricultural and industrial development regions. Being one of the development regions, Adana, Ceyhan, Mersin, Tarsus and Gaziantep were taken to the agenda of planning to accomplish economic development of southern region.

This study examines relation between Nation-Building process and urban planning process with an emphasis on agricultural and industrial development region established in the south of Anatolia by Hermann Jansen plans. The article gives answer for question addressing translation between Nation-Building process as a political concept and its correlation with urban planning as spatial context. Thence, this translation investigates the socio-spatial dynamics of Nation-Building process of Republic of Turkey with an emphasis on southern development region planned by Hermann Jansen.

Keywords: National Economic Space in Early Republican Turkey, Hermann Jansen, South Anatolia agricultural and industrial development foci, Nation- Building process.

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1. INTRODUCTION

Tekeli (2005) defines Nation-Building project of Turkey with four spatial elements as follows;

1. Ankara's declaration as capital city
2. Railway Programme to provide unity of internal market
3. Industrialization Programme
4. People's Houses [Halkevleri].

However, Turkish modernism movements which is triggered in the late Ottoman Period and found its form in the Early Republican Turkey has a multi-layered structure and aiming at societal and intellectual transformation through economic development. These layers have characteristics of being philosophic in terms of its planning and rationalist dimension; institutional with its nation-state based structure; economic with its massive production pattern and; societal with its fiction of modern citizens and modern life. The foundation of institutional structure depended on the foundation of economic, societal and philosophic structures in which urban planning had the key apparatus to succeed. In this respect, the Nation Building project, as a socio-spatial process, has two additional spatial elements as (Karakaya, 2010);

5. Selection of agriculture, trade and industry focal (in relevance with industrialization programme and railway network)
6. Planning programme and urbanism.

Newly established state had needed a frame for spatial arrangements to achieve objectives of Republican cadre and foundation of institutional layer in Turkish cities "to form an anti-thesis in the clarity to the classical Ottoman towns" (Ökeşli, 2009, p. 45). For this reason, urban planning was seen as an agent for the success of the Republic and 117 cities and towns were planned between 1923 and 1940 period.

To construct the Republic in city space and in social life, newly emerging science, urbanism, was used as an agent (Bilsel, 1996) and foreign architects and urbanists were invited to the Republic. After declaration of Ankara Planning Contest in 1927 to create the new capital city, Hermann Jansen's plan and his planning principles would be the mold to shape the dough of Anatolia (Atay, 1933; Kezer, 2009). Following Ankara experience, Hermann Jansen planned several cities and towns in Anatolia and he accompanied planning experiences in the Republic of Turkey. Ankara, İzmit, Adana, Mersin, Tarsus, Ceyhan and Gaziantep are cities and towns planned by Hermann Jansen between 1923 and 1940.

This article investigates the relation between Nation-Building process and urban planning practices with an emphasis on agricultural and industrial development region established in the south part of Anatolia by Hermann Jansen plans. Scope of article encompasses period between 1923 and 1940, which is defined as the Early Republican Period (Karakaya, 2010). The main question to answer in the study addresses

translation between Nation-Building process as a political concept and its correlation with urban planning as spatial context. Therefore, this translation investigates the socio-spatial dynamics of Nation-Building process of Republic of Turkey with an emphasis on south development region planned by Hermann Jansen. To do so, the study uses an inter-textual analysis method for urban plans, İzmir Economy Congress 1923, First and Second Development Programs of Republic of Turkey, declarations published in articles, periodicals and journals for agricultural and industrial development in the south Anatolia between 1923 and 1940s, and archives such as Turkish National Library. The study investigates design principles used for physical and economic development in city space proposed by urban plans.

The study is divided into two main parts. In the first part establishment of national economy and spatial arrangement of national economy in Anatolia are discussed. The second part is on Hermann Jansen's urban planning in southern growth pole. Mersin, Adana, Tarsus, Ceyhan and Gaziantep urban contexts and urban plans are discussed in terms of the relation between development of the growth pole and Jansen's planning principles.

2. CONSTRUCTION OF NATIONAL ECONOMY AND SPATIAL ELEMENTS OF NATION-BUILDING

Ankara was declared as the capital city on October the 13th, 1923, before establishment of the Republic. Obviously, the capital city Ankara gives evidence for spatial reorganization apparatus in achievement of National Economy. Obviously, the intention lying under idea of new capital was integration of Anatolian lands (Altaban, 1998; Keskinok, 2010). Leaving old capital had an anti-imperialist attitude (Tekeli, 1980), became an imperative for national integration (Keskinok, 2010) and a political movement (Tankut, 1993).

In the early Republican period, formation of national economy was seen as achievement of national integration, urban-rural unity (in production and transportation) and foundation of alternative cities, growth poles and regional foci against primacy of İstanbul. This part discusses formation of National Economy in institutional manner and its spatial apparatuses to found "national economic space".

2.1. Institutionalization of National Economy

Anatolia, in 1923, was representing an agricultural society with feudal ties and a very limited industry that total population of labors was 76216 amongst 12 millions of total

population (İnan, 1972). The Republican cadre was aware that economic development, production, and industrialization were crucial for an independent National Economy to realize Republican Revolution. To illustrate, in the opening speech of the Grand National Assembly of Turkey on March the 1st, 1922, Atatürk was asserting the idea of political and economic independence for development of Nation. The first initiative for institutionalization of economic development and independency was First İzmir Economy Congress which was held on February 4, 1923 (İnan, 1989a) while the negotiations of Lausanne Peace Treaty were given a break.

The First İzmir Economy Congress had a fundamental role in the construction of National Economy till 1930s. The congress became first step for institutionalization of economy, definition of an economic development programme and it became the place for declaration of Economic Pact [Misak-ı İkisadi]. The Economic Pact was asserting principles, very basic of which were 1.development of domestic production and trade, 2.industrial investment, 3. encouragement of agricultural production and 3.development of Transportation and infrastructure (İnan, 1989a).

The pact aimed at creating national capital for economic sectors; agriculture, trade and industry. Application of Economic Pact required a series of rules and regulations, institutionalization and customs policies in all sectors. However, 1929 economic depression would cause an obligation for change in political attitude towards statism.

According to Keskinok (2010), 1929 World Recession provided a base for the statist and populist policies in 1930s. Despite acceptance of Turkey as a “People’s State” in 1921 Constitution (Boratav, 1998; Keskinok, 2010) and reveal of representative attitude towards farmers and labors in İzmir Economy Congress 1923 (İnan, 1989a), populist and statist principles had gained their legitimacy after 1930s. When the Congress of Industry gathered in 1930, an industrialization programme in the scope of Anatolia was designed. Thereafter, First Congress of Agriculture in 1931 was headlining integration of industry and agriculture. This objective would embody with the First Industrial Plan in 1933, establishment of Sümerbank (cotton-production) in 1933 and the Second Industrial Plan in 1936. The realization of these policies would find their place through creation of new growth poles in Anatolia by urban plans.

2.2. Spatial Elements of National Economy

Before 1929 World Recession, decisions taken in İzmir Economy Congress brought about two main spatial strategies. The first of these was developing transportation

network and infrastructure (Figure 1). In the Ottoman Period, railway investments constituted a tree-type model to carry production of Anatolia to port cities (Figure 2). The network was composed of connection lines carrying agricultural products and raw materials to Mersin, İskenderun, İzmir, and İstanbul ports through three main routes reaching to Ankara. Herewith, first spatial arrangement of the Republic was developing railway network in Anatolia. In the opening speech of the Grand National Assembly of Turkey on March 1, 1922, Atatürk underlined the idea of political and economic independence for development by referring to railway development.



Figure 1: Reception of first train carrying Zonguldak coal; Ankara train station, 1939,
“We are an unprivileged classless coherent mass” in the poster
(<http://e40003.me.metu.edu.tr/Ankara/>)

The second main strategy was urban planning. After İzmir Economy Congress, it was agreed that economic primacy and dominance of İstanbul would be an obstacle for the success and ideals of the young Republic. There had to be new growth poles in Anatolia for success of Republic and the fair distribution of the wealth. Accordingly, urban planning became main apparatus that in the opening talk of Grand National Assembly of Turkey on November 1, 1927, Atatürk emphasized urban planning to reach economic targets;

“Dear friends, I will review our economic life. I immediately declare that when I call ‘economic life’, I mean that agriculture, industry, trade and the public works [bayındırlık in the meaning of urban planning] are correlative. I accept these as a whole that can not be considered separately”.



Figure 2: Railway Network development, planned cities, industrial development between 1923 and 1940 and cities examined in this study (Çağatay Keskinok's Personal Archive)

Obviously, İzmir, as a port city, was planned by Danger-Prost collaboration in 1923 right after the Congress. Similarly, Bursa plan was prepared by Prost in 1924. Further, Ankara was planned by Lörcher in 1924. Nonetheless, Republican cadre did not find plan applicable and satisfactory. Ankara plan would be prepared by Hermann Jansen in 1927² as a planning model for the rest of Anatolia. Ankara would be the perfect symbol for the success of the Republic by developing new social norms (Altaban, 1998) for national modernization project (Tekeli, 1998).

For preparation of plan, an international competition was declared and Jansen became the winner of the competition thanks to his planning attitude towards historical core of Ankara, working, living and socialization spaces. Jansen's planning principles that were depending on natural, historical and social properties of city (Jansen, 1937a) were found parallel to the ideal of the Republican cadre. In this respect, jury chose the modest proposal of Jansen for its human scale attitude.

² Ankara, after the declaration of the capital city, was planned by Lörcher in 1924. Nonetheless, plan was not found applicable and satisfactory. Although Cengizkan (2004) claim that Lörcher Plan constituted the main form and principles of Jansen plan, Jansen plan was concerning historical fabric and had attention on new residential areas. For further information, Karakaya (2010).

After 1929 turning point, 1930s became the era for mass application of second spatial strategy; urban planning related to statist and populist principles in urban and rural space. By the First Industrial Plan and the Second Industrial Plan, a term for continuous planning by integrating urban planning and economic planning began (İnan, 1972; İnan, 1989b). For continuous planning, economic development programme was linked to urban planning through creation of new development centers and growth poles, one of which is South Anatolia. Jansen (1936, p.21) declared, “Urban planning is developing economically debilitated cities and citizens” in his conference in Ankara People’s House in 1936 before his planning activities for southern growth pole started. In other words, most of urban plans for Turkish cities and towns had the intention to create new economic development centers in the second half of 1930s. Selection of cities and towns to be planned were not decided concomitantly, most of those were prioritized centers on railroad network with agricultural and trade potential (Tekeli, 1980). For this reason, Yenen (1939) declares that flourishing³ urban centers of Anatolia would be trade and industry centers while flourishing towns would be developed as agricultural foci or industrial foci. Therefore, policy applications of the Republican cadre were introduced to Turkish urban planning in two planning typologies to create growth poles (Karakaya, 2010).

1. Trade and Industrial Development Centers: After Ankara planning experience, a number of cities were planned in Anatolia in relation to decisions and strategies taken by industrial plans and strategy of developing alternative growth poles alternative to İstanbul. These cities were created as industrial centers or as trade centers located in the transportation nodes and enclosed to agricultural or industrial production nodes (Karakaya, 2010). Southern growth pole was created as a national foci that hinterlands of Adana, Mersin, and Gaziantep were prominent in agricultural production and Mersin was the port city to trade these productions. Although Gaziantep did no link to railway routes, the city was on Silk Road. Adana, Mersin and Gaziantep cities had historical importance for their trade potential and cultural structure.

2. Industrial and Agricultural Development Sub-Centers: Parallel to railway network construction and development of industrial nodes, several towns were planned as agricultural or industrial centers in Anatolia in 1930s. Among numerous examples, Tarsus and Ceyhan were planned as agricultural production of their fertile hinterland.

³ Yenen uses the word “bayındır” to define developed, flourishing and potential cities. He uses word especially for towns that were still reflecting traces of their prosperous historical background .

3. JANSEN'S URBAN PLANNING IN SOUTHERN GROWTH POLE

3.1. Herman Jansen and His Planning Principles

Hermann Jansen (1869-1945) studied architecture at Technical University of Aachen. Following, he worked in Berlin as a professional between 1898 and 1945 and his planning activities in Turkey between 1927 and 1939 became most important in his career (Ökeşli, 2009).

Hermann Jansen, as an urbanist and architect, continued his education and his career in a milieu that was suffering due problems emerged with industrial revolution. Discussions for cities and urban centers were emphasizing results of industrialization and dehumanization of cities (Ökeşli, 2009). European urbanism, as a new scientific area (Bilsel, 1996), was legitimizing an urban fabric that is sensitive and together with natural, historical and cultural entities. Two academic debates under these conditions; Camillo Sitte's *Sittesque* (or *Picturesque*) approach and Garden City movement would affect Hermann Jansen.

Firstly, Jansen, as a student of Camillo Sitte, concentrated on aesthetics and artistic principles. *Sittesque* School with the followers of Sitte such as Eugen Fassbender, Felix Genzmer, Karl Hocheder and Hermann Jansen is said to be the "Romantic Period" of city planning (Collins and Collins, 1986) or it was said to be pictorial rather than romantic (Ökeşli, 2009).

Sittesque or *Picturesque* argued a return to the medieval towns' humanized scale. This attitude would also highlight preservation of historic fabric and would create a response for planning according to engineering principles (Collins & Collins, 1986). He emphasized organic character of urban fabric. Contrary to Haussmann's straight lines and wide boulevards' (Tankut, 1993), he contended irregularity in urban pattern and aesthetic purposes (Karakaya, 2011).

Secondly, Ebenezer Howard's basic view was "to marry" town and country for emergence of a new hope, new life and new civilization as Fischman (1989) identified. Like Sitte, Howard was defining integration for urban areas. Collins and Collins (1986) claims that English garden suburbs were influential for development of views of Sitte in urban areas, and later Garden city would become *Sittesque* himself in terms of union of Garden City Theory with *Sittesque* layouts in Germany. Similarly, Batchelor (1969) expresses that Ebenezer Howard's Garden City idea came to Germany after promotion of *Sittesque* and two approaches were integrated. Thereby, Hermann Jansen was concomitantly affected by two ideas and these became notions for his planning. Sanitation issues of Garden City idea and aesthetic principles of *Sittesque* formed a synthesis for Jansen's planning principles. Common points of both approaches like

zoning, sanitation, aesthetics, low-density housing and green belt also became general principles in Jansen's planning (Tankut, 1993).

3.2. Southern Growth Pole and Jansen's Planning

For economic independence, creation of growth poles had found its spatial arrangement in "Development of Trade and Industry Centers" and "Industrial and Agricultural Development Sub-Centers" in the Early Republican Turkey. For identification of Southern Growth pole, this part firstly defines characteristics and spatial context of cities and towns in the growth pole till the establishment of the Republic. Then, urban plans prepared by Hermann Jansen are discussed in terms of planning principles, proposals of plans for economic development and new spatial arrangement.

3.2.1. Formation of Spatial Context towards Early Republican Period

Because Adana, Tarsus, Ceyhan and Mersin are located in Çukurova and Gaziantep, on the other hand, is located in the east of Çukurova, in between Çukurova and upper Mesopotamia, it is required to evaluate the importance, development, and specifications of Çukurova and Gaziantep distinctly.

Çukurova Region is composed of fertile lands, along Seyhan and Ceyhan Rivers, and continually inhabited urban settlements since Cilician times. Though its fertility, multi-cultural ethnic structure and historical background, the actual development did not emerge until the second half of 19th century in Çukurova. When civil war started in America, cotton became more precious and one of the substantial raw materials in the second half of nineteenth century (Ökeşli, 2009; Ökeşli, 2010; Selvi-Ünlü, 2009; Ünlü, 2009; Toksöz & Yalçın, 1999; Erman et al., 2007, Özüdoğru & Erman, 2011). "Tarsus, Adana and Ceyhan were the cities producing cotton and Mersin port was enabling overseas transport with railway connection (Ökeşli, 2009, p. 46). Herewith, Çukurova region became a node for agricultural production and trade of raw material through Mersin port.

Urban development and spatial arrangements for Adana and Mersin cities, as urban centers, started with modernization efforts of Second Constitutional Monarchy Period in Ottoman Empire. In this period, the first development plan for Adana was prepared for area between railway station and existing city in 1910 with a baroque style (Ökeşli, 2010). Mersin, on the other hand, emerged as the port city encompassing a wide hinterland in Çukurova (Ökeşli, 2010), although it was a village in the early nineteenth century. Mersin quickly developed as an international trade city after American Civil War and development of Mersin- Adana railway and highway in late 1800s (Ünlü, 2012). Moreover, the emergence of Mersin as a port city was a result of that Tarsus and Silifke ports were silted up (Selvi-Ünlü, 2009). After that, commencement of planned period and industrialization started in Republican Period in Adana and Mersin.

Tarsus and Ceyhan cities were agricultural towns in Çukurova in late 19th century. Indeed, until early nineteenth century, Tarsus was an important trade center and was a port city (Selvi-Ünlü, 2009). Through ancient Kydnos River (Berdan River or Tarsus River), Tarsus was connecting to safe dock in Rhegma Lake which made it a prominent trade and Commerce City. However, when the river split up, and American Civil War gave birth to raw material demand in Western Europe, Tarsus evolved to an Anatolian agricultural town mostly producing cotton. Ceyhan plain similarly became house of civilizations, notwithstanding, Ceyhan town did not have a historical background and continuum of civilization like Mersin, Adana and Tarsus. The town was firstly settled after Turkish seignior period as a Turkish rural settlement (Ceyhan Governorship, 2009) and was “proclaimed as a borough on 12 December 1893” (Aslan, 2011, p. 47). Development of Ceyhan dates to increase in population and change in social life after great migrations due Crimean War in the second half of nineteenth century and Wars in Balkans along 1910s (Aslan, 2011; Çomu, 2011). New comers were so talented in agricultural production and in craftwork (Aslan, 2011) which would increase the importance of Ceyhan in its hinterland.

Lastly, Gaziantep, which was named as Ayntab and later Antep, was a trade city on Silk Road connecting Anatolia to Persian Gulf (Basra Gulf) As a cosmopolitan city of the Ottoman Empire, city started to lose its importance when it was administratively connected to Aleppo State in 1818 (Günyol et al., 1982). Moreover, opening of Suez Canal in 1869 caused a change in the direction of Silk Road (Tatlıgil, 2005). The trade center of the region changed its direction to south (Egypt) and Antep would survive as a sub trade center in its region till 1900s. However, the location of city was strategic that it was connecting Anatolia to Aleppo and had fertile lands. Great author Orhan Kemal defines fertility of Antep with colors of red and green that ‘soil is crimson and above is lush’ (Gültekin, 2011). Nonetheless, when the Republic of Turkey was founded, there was no railway connection to Antep (Figure 2) and it would not be established until 1954 (Günyol, et al., 1982; İller Bankası, 1972). Beyond these, Antep had great importance during the War of Independence that the city fought against French Mandate for ten months (Günyol, et al., 1982). “Gaziantep Defend” was central for defence of south Anatolia. After that, Antep was honored with name “Gaziantep” [War Veteran Antep]. As a hero of War of Independence; economic development and urban issues of Gaziantep gained importance for Republican cadre (Şavkılı, 2008).

3.2.2. Jansen Plans

The motto of Burhan Arif Ongun’s urbanism exhibition in Ankara People House in 1936 was “Urbanism is one of the biggest matters that the Republic succeeded in” (Ongun, 1936, p. 31). Due foundation of Ankara urban frame, Jansen’s principles could

“reconstruct the rest of Anatolia with the same mold” by planning⁴ Tarsus, İzmit, Mersin, Gaziantep, Adana and Ceyhan. This part evaluates Jansen plans in Southern national foci. Urban plans of Tarsus, Mersin, Gaziantep, Adana and Ceyhan are discussed in terms of Jansen’s planning principles, spaces of production proposed in plans, and spaces of living and socialization.

Adana Planning Experience: City along Seyhan River

Jansen’s first study for Adana was in 1935 for a limited area planned in 1910. Ernst Reuter (1940) would evaluate this experience as more economic to apply, safe in traffic circulation and appropriate to modern planning principles when compared to old plan (Figure 3).



Figure 3: Hermann Jansen’s plan in the left and 1910 plan in the right (Architecture Museum TU Berlin, Inv. Nr. 23366; Reuter, 1940, p. 19).

This plan was proposing two urban parks, Seyhan Park and Atatürk Park, integration of housing areas with Seyhan River by a green belt, schools and a theatre (Jansen, 1940). Indeed, it was creating a new neighborhood area between old city⁵ and railway station. Atatürk Park, proposed in plan was the center for spaces of socialization (Figure 4) while Seyhan Park was a recreational space in riverside (Ökeşli, 2009).

⁴ Approval of plans in general were as follows; Tarsus and İzmit in 1935, Mersin and Gaziantep in 1938, and Adana and Ceyhan in 1939.

⁵ “Old city” is used to define existing urban core both by urbanists and politicians in the Early Republican period. The reason of this identification lies in the old- new conflict of the era. As we mentioned “new” was representing modern against old. In this respect, this study also uses old city concept to define existing city, and “new city” to express new development areas.

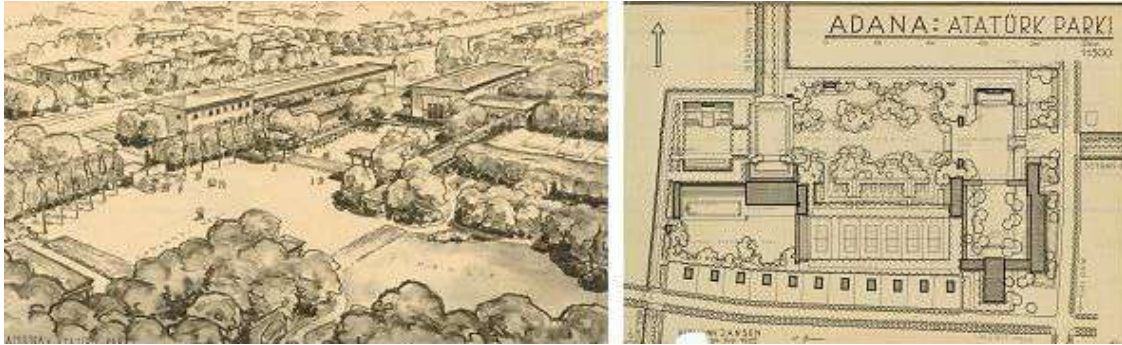


Figure 4: Adana Atatürk Park (Architecture Museum TU Berlin, Inv. Nr. 23350 and 23348).

Afterward, Jansen prepared a comprehensive urban plan for city. Plan offered development in the both sides of Seyhan River with zoning as basic principle. Old city was preserved and new development was located around old city. New industrial development was proposed along railway route and was combined with Workers' District [Amele Mahallesi]. The industrial development in Jansen's proposal was separate from old industrial district on the opposite side of Seyhan River (Figure 5). The reason for this was preservation of agricultural lands and designing a compact urban form around old city (Jansen, 1940).

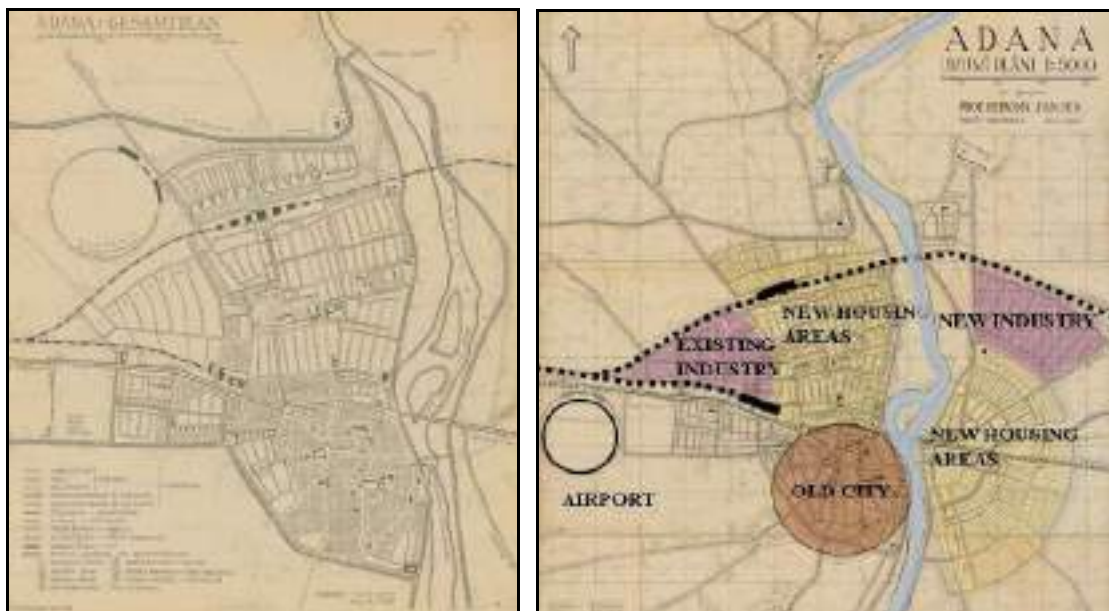


Figure 5: Adana Urban Plan and zoning (Architecture Museum TU Berlin, Inv. Nr. 23360 and 23367, 23368, 23369 merged).

Spaces for recreation were continuing along Seyhan River and socialization spaces were penetrating into new housing areas from recreational areas. Greenbelts were designed to separate industrial areas and housing areas.

New housing development was designated according to *Siedlung* approach (Ökeşli, 2009) and had traces of Garden City. Neighborhoods were also distinguished with green areas as spaces of socialization.

New administrative district was developed in old city. Jansen (1935) was insisting on conservation of historical urban fabric. However, he was declaring that administrative, cultural and commercial centers of cities should not be separated from the old core; they had to be in and around old core. In this respect, old core was not left, but was integrated with new development and was regulated with pedestrian paths and greenery areas.

Mersin Planning Experience: Southern Sea Gate

Mersin, as a cosmopolitan port city was intended to be developed as a first-degree port city in the early years of the Republic (Karacan, 2005) and this aim would find its identification in Hermann Jansen's Mersin plan. Jansen's modest planning attitude that reasoned the first prize in Ankara planning competition (Tankut, 1993) was also observable in organization of space in Mersin experience (Ünlü, 2012).



Figure 6: Mersin Urban Plan and zoning (Architecture Museum TU Berlin, Inv. Nr. 23454).

Plan was basically composed of three zoning decisions; industrial areas, warehouses and new port located in the eastern part, new housing development, recreational belt and spaces of socialization (along and in housing areas) in the west, and the old city core in between these. Old city core was connecting working areas and living spaces.

The industrial development was located between new port and railway. Workers' District was located to the north of old city core and was connecting to industrial areas through railway. The district was developed with Garden City and siedlung approaches apparently.

Administrative center was developed along old ports; Customs Port [Gümrük İskelesi] and the Port [İskele], and making an urban plaza in the existing urban square Gümrük (Customs) as in Figure 7. "Jansen designated Customs Square as a vital and functional area for community life" (Ünlü, 2012, p. 6). Commercial center was also located in the old city.



Figure 7: Mersin Atatürk Park and Hükümet Square (in Gümrük square), and Mersin City beach (Architecture Museum TU Berlin, Inv. Nr. 23452, and 23453).

Old core was separated from industrial site with a green zone and spaces of socialization were creating a unity between old city and new city. Sports, recreation and socialization spaces were arranged in the east-west direction continuing along new residential areas and reaching to the western border of city. The western border of plan was Efrenk stream and there was a city beach designed at the end of the city.

Gaziantep Planning Experience: A modern city on Silk Road

Hermann Jansen's Gaziantep plan had further specifications when compared to Adana and Mersin plans in the context of spatial arrangement and abundance of spaces of socialization and recreation.

First, the plan was proposing railway connection to the city in the northern part of old city. The other important proposal for transportation was widening highway to Aleppo in the south of old city along east-west direction.



Figure 8: Gaziantep urban plan, zoning and spatial arrangement (Architecture Museum TU Berlin, Inv. Nr. 23416).

The plan had three zones. These zones were generally distinguished with railway route, Aleppo highway, sports district (including hippodrome) and Alleben stream, which is passing along the north of old city. Similar to Mersin plan, industrial development and Workers' District in the northern part was distinguished from the old city by Alleben stream and railroad. In the southern and western part of old city, new housing development was proposed. Housing units were identified as three-storey garden houses. Further, administrative center was located in the old city between Aleppo highway and Alleben stream (Figure 9). This area was an intersect between greenbelt and the old city.

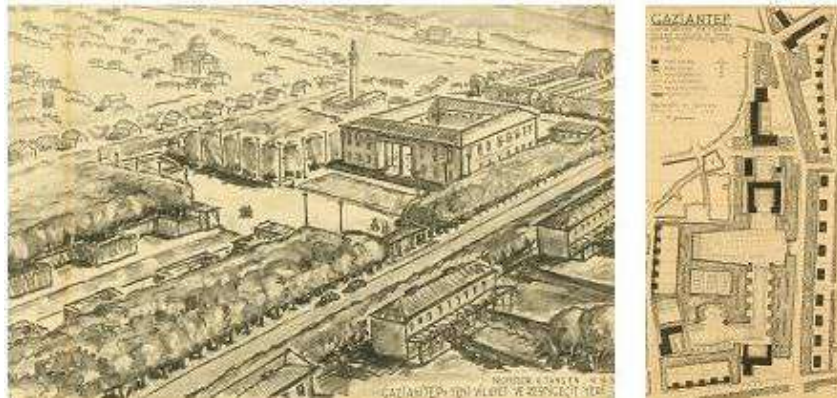


Figure 9: Gaziantep new governorship building and the official parade area (Architecture Museum TU Berlin, Inv. Nr. 23410 and 23412)

Jansen's planning attitude towards historical, natural and topographical elements can be obviously seen in Gaziantep experience. Jansen emphasized Castle and tumulus (Türk Tepe) by greenery. Alleben stream, as the natural asset of city, was designed as a recreational corridor both separating and integrating old city and new city. Topographic elements were handled as a design tool especially for arrangement of new housing areas in the southern part. Moreover, city could be watched from vista points designed in the northern and southern hills that city was presenting a pitoresk.

Main green belt was along Alleben stream and it was surrounding the old city to southern direction. In the north of Alleben stream, a sports area was designated with a hippodrome. Restaurants, children's' playgrounds, People's House, Martyrdom Monument (Figure 10) and so on were some of proposed uses in Alleben greenbelt.

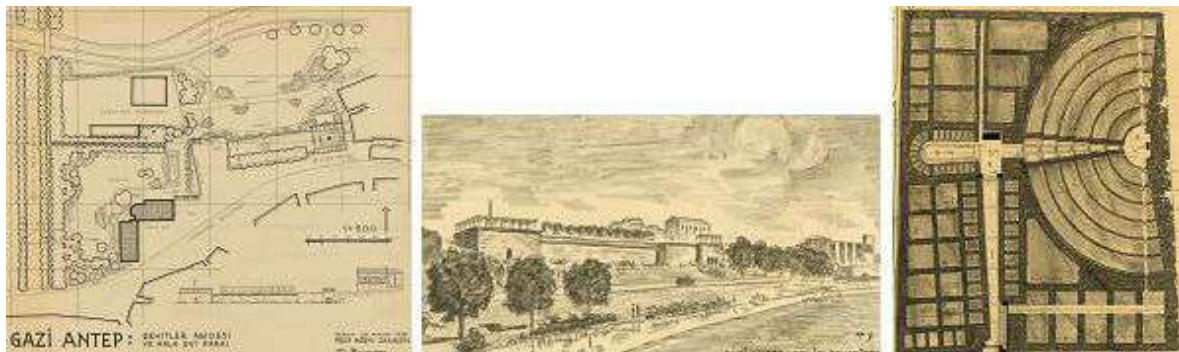


Figure 10: Gaziantep Martyrdom Monument and People's House; and New Cemetery respectively (Architecture Museum TU Berlin, Inv. Nr. 23409, 23410 and 23406)

In the south and north recreational areas, there were teahouses [kır kahvesi] in plan borders, and military barracks was forming south border of city. In the western border, a city gate was designed, while northeastern gate was designated with a new cemetery. Due Gaziantep Defence and martyrs of the War of Independence, the cemetery was designed as a monument (Figure 10).

Tarsus: urban- rural integration

Jansen's Tarsus plan, as plan of a rural settlement, had different characters than planning approaches of urban areas. Jansen in conference titled "Professor Jansen's idea about small cities" was declaring that "character of small cities should not be changed and these should not be planned like big cities" (Jansen, 1937b, p. 40).

Jansen's conference was indeed about Tarsus. Tarsus, for Jansen, was one of the most beautiful small Turkish cities that its historical and natural assets had to be appraised. In this respect, Jansen's Tarsus plan was focusing on water sources, streams and rivers of city. Plan was composed of two zones; greenbelt between water elements, the old city, and new development areas of dwelling units and industry (Figure 11).

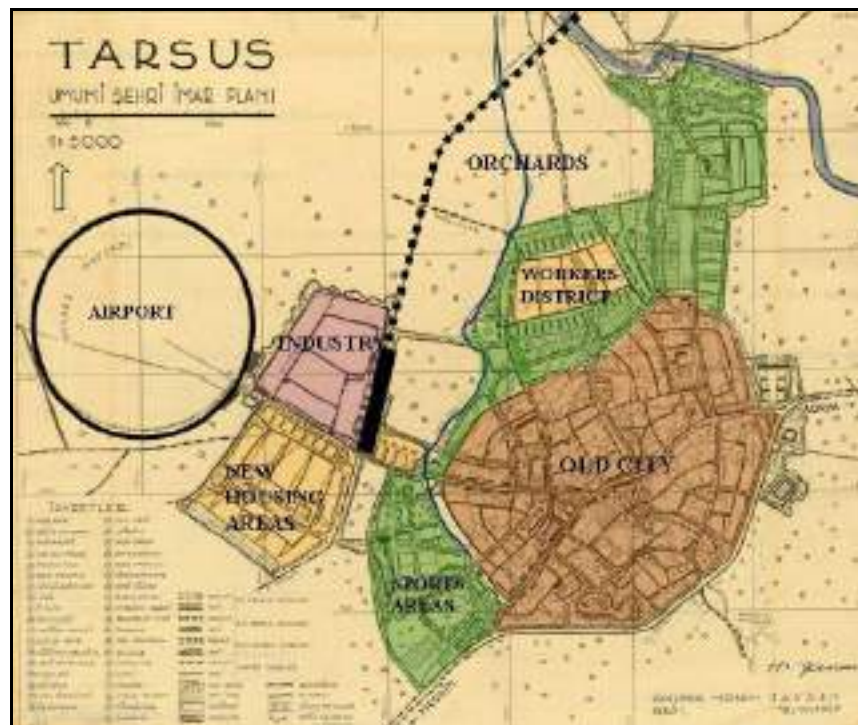


Figure 11: Tarsus urban plan (Architecture Museum TU Berlin, Inv. Nr. 23469).

Jansen (1937b) was defining the old city of Tarsus and greenery areas of the town as a pitoresk. Furthermore, Jansen was insisting on architectural assets of Tarsus. The architecture of Tarsus was unique and Jansen was offering a modern style for new housing areas designed according to architectural principles of existing settlements. For housing units, the plan qualified two-storey garden houses.

In plan, administrative center was designated in old city and it was combined with an agricultural bazaar in the north of official parade area. As the city was an agricultural town, administrative center and bazaar was the symbol of urban- rural integration. Spaces of socialization were designed to form a modern Anatolian town integrating with its rural hinterland.

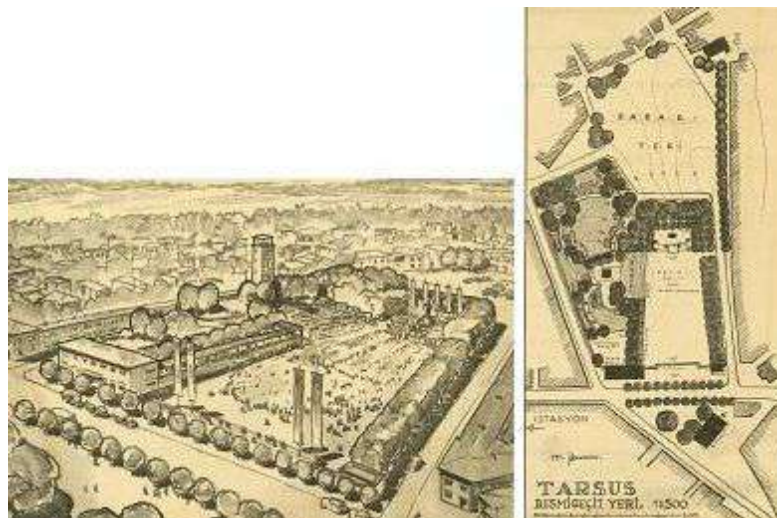


Figure 12: Tarsus Administrative Center, Official Parade Area and Agricultural Bazaar (Architecture Museum TU Berlin, Inv. Nr. 23466 and 23465)

The plan was also achieving urban-rural integration by preserving orchards of the city, which are buffer between cotton production lands and the city (Jansen, 1937b).

Ceyhan: urban-rural integration

Ceyhan, in 1930s, was in the appearance of an Anatolian village lying along Ceyhan River in north-south direction (Figure 13). The railway station was in the South of the city. People came to Anatolia due population Exchange [mübadele] were inhabited to Ceyhan in 1924 (Çomu, 2011), thus there was an increase in population of town.



Figure 13: Ceyhan town in 1930s (Architecture Museum TU Berlin, Inv. Nr. 23389).

Jansen plan was, in fact, suggesting an order for development of city (Figure 14). But, main principle of plan was a compact urban form and preservation of agricultural lands. So, plan recommended infill development and a new development area in eastern part.



Figure 14: Ceyhan urban plan (Architecture Museum TU Berlin, Inv. Nr. 23395).

The plan had an orientation through water asset, Ceyhan River, and was using riverside as a greenbelt. Workers' district and industrial area was also distinguished by green areas and a new development area was proposed in the western side of river, in the north of historical bridge.

Administrative district and a youth park were designed in the old city. The administrative district, Atatürk square, was a gate of the old city opening to Ceyhan River (Figure 15). The eastern gate of the city was the symbol for urban-rural integration that agricultural bazaar was integrating urban core and its rural hinterland.

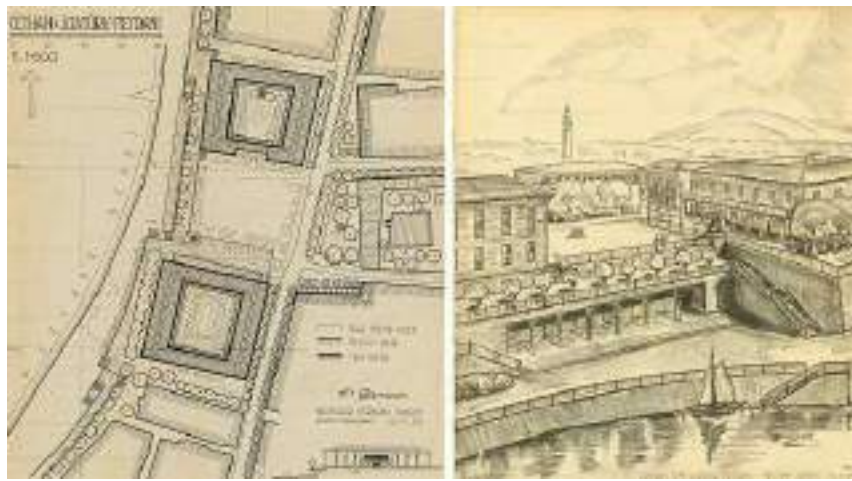


Figure 15: Ceyhan Atatürk square (Architecture Museum TU Berlin, Inv. Nr. 23396 and 23397).

CONCLUSION

The Republican Revolution had basic strategies composed of development of National economy and transportation, social progress and development of urban and rural frame. Urbanism and urban planning became key apparatus to reach aims of the Republic between 1923 and 1940.

For construction of National Economy, institutionalization and spatial arrangement of economic policies were compulsory that the Republican cadre procreated both a series of strategies for economic sectors and new growth poles, National foci and regional centers to apply those strategies in Anatolia. Southern Growth pole, which was one of National foci, was comprised by Hermann Jansen's planning in Adana, Mersin, Gaziantep, Tarsus and Ceyhan. Through urban-rural unity, agriculture-industry-trade

integration and new spaces of production, Southern growth pole was aimed to found a “national economic space”.

Correlation between Hermann Jansen’s planning principles and the Republican cadre would encompass economic development in urban and rural areas of southern area. For this reason, Adana was planned as an industrial town to operate cotton production in its fertile hinterland. Gaziantep also had a fertile hinterland on Silk Road, the gate to Middle East, and it was planned as an industrial-trade city as the hero of the War of Independence. Adana and Gaziantep were urban centers of urban-rural unity in spaces of production. Mersin, on the other hand, was developed as a Mediterranean trade center with agricultural and industrial production as a sea gate in Mediterranean region. Tarsus and Ceyhan, as small Anatolian towns, were designed as modern Turkish towns encompassing historic, natural and cultural assets.

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