

RECONSTRUCTION OF ANATOLIA FOR THE CONSTRUCTION OF NATION-STATE: ROLES ATTAINED TO ANKARA AND İZMİR

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ABSTRACT

After the proclamation of the Republic, there were 117 cities and towns planned and rebuilt in the Early Republican Period (1923-1940) in Turkey. The fundamental reason lying under the reconstruction of Turkish cities at that era was to develop a modernized nation and a new urban life for the young Republic. Success in urban planning, indeed, was evaluated as the success of the Republic.

Within planned 117 cities and towns, there were some cities that had more emphasis. Cities such as Ankara, İzmir, Adana, İzmit, etc. were being created as trade, agricultural or industrial foci to reduce the economic, political and social dominance of İstanbul within Anatolia and Rumelia. Having an anti-imperialist attitude against primacy of İstanbul, these cities were aimed to be developed to provide fair distribution of economic development, power and sources. For this reason, Ankara was declared as the capital city and the city of İzmir was planned as a trade focal and fair city.

This paper reveals the spatial and economic roles attained to Turkish cities, specifically, Ankara and İzmir through urban planning in the Nation State of Turkey between the years 1923 and 1940.

INTRODUCTION

In 1923, proclamation of the Republic of Turkey remarked the beginning of a new era for Anatolia. For construction of the Republic, a new institutional, social and cultural environment had to be reformed. Hence, urban space and its reformation was one of the main strategies. According to Tekeli (2005: 7), nation- building process of Turkey has four spatial elements of Nation- Building project 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, when the investment programmes, the First İzmir Economy Congress 1923, the First Industrial Programme 1933, the Second Industrial Programme 1936, and other several documents are investigated, it is obvious that there are two additional spatial strategic elements of Nation- Building project as follows;

5. Selection of trade, agriculture and industry focal (related to industrialization programme)
6. Planning programme and urbanism.

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In the context of Nation-Building process, 117 cities and towns were planned in collaboration with railway programme and industrial programme (Keskinok & Karakaya, 2010) between 1923 and 1940.

In this study, spatial and economic roles attained to İzmir and Ankara cities in the construction of Nation-State are discussed. The study is divided into two spines. First part examines the distribution of economic roles and physical distribution of planned cities in the Early Republican Turkey. Parallel to this, second part reveals economic, political and social roles attained to Ankara and İzmir.

CONSTRUCTION OF NATIONAL ECONOMY AND THE ROLE OF URBAN PLANNING IN NATION-BUILDING

When the Republic of Turkey was founded in 1923, the state of Anatolia was demonstrating an agricultural society with feudal ties with a very limited industry whose laborers number was 76216 at total within 12 millions of total population (İnan, 1972). Mustafa Kemal Atatürk and the cadre of the Republican Revolution were aware of the requirement for an independent powerful economy for the Revolution to succeed. However, due to limited economic sources and the deprivation after the War of Independence, the term between 1923 and 1929 was the period of urgent measurements for economy. The era after 1930 till 1940s was industrialization term and planned period. Therefore, there are two different periods for the construction of national economy in country space through urban planning in the Early Republican Period (1923-1940) in Turkey.

1923-1929 Period

The First Period (1923-1929) may be conceptualized as the term for urgent measurements and policy-development. This period was also an attempt for liberalization, which would later be left due to 1929 economic depression. The main character of this era reflects the lack of economic sources, lack of human power due to long-lasting wars, and attempts of the Republic of Turkey to gain its legitimacy. Under these conditions, securing an independent National Economy was the key theme to achieve the establishment of the Republic. For this reason, even in the opening speech of the Grand National Assembly of Turkey on March the 1st, 1922, Atatürk underlined the idea of political and economic independence for development of the Nation. In his talk, he was stressing providing land for peasants, production of internal goods and protection of the National industry. Moreover, the importance of railway system and irrigation projects were referred.

As the establishment of an independent economy was in the center of ideals of the Republic, the First İzmir Economy Congress was convened in February 4 1923 (İnan, 1989a), while the negotiations of Lausanne Peace Treaty were given a break. Following this Assembly, Turkish urban planning programme became one of the priorities of the National programme that the primacy of İstanbul would be broken and new regional foci would be developed in Anatolia. According to Keskinok (2010: 173);

"Roots of the creation of new development centers as opposed to the economic policies of the single large city and the primacy of İstanbul can be found in the strong regional development and populist policies of the Early Republican Period".

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The creation of new development centers and new growth poles were lying under an anti-imperialist attitude, a holistic development strategy for Anatolia and against primacy of İstanbul.

To achieve these targets, importance of spatial arrangement, and therefore urban planning, would be one of the main strategies of the Nation-Building process. Atatürk would declare significance of urban planning to construct and develop National economy in the opening talk of Grand National Assembly of Turkey on November 1, 1927. He underlined the importance of agriculture and industry sectors' collaboration with urban planning as follows;

"Dear friends,

I will review our economic life. I immediately declare that when I call 'economic life', I mean that there are complementarities between agriculture, industry, trade and the public works [bayındırlık in the meaning of urban planning]. I accept these as a whole that can not be considered separately".

Till 1930s, the period became a period for institutionalization and national integration and proved the importance of urban planning in planned development. In terms of institutional restructuring, a series of regulations were held after 1920s. Most of these decisions were taken in İzmir Economy Congress entitled "Economic Pact" [Misak-ı İktisadi] as İnan specified (1989a). Some of the general principles of the Economic Pact were as follows;

1. Developing domestic production
2. Developing regulations for encouragement of industrial investment
3. Developing regulations for encouragement of agricultural production
4. Development of Transportation and infrastructure
5. Development of unions for all labour-force

As it is clear, the prioritized measurements were taken for nationalization of economic sectors; agriculture, industry and commerce and national integration via development of infrastructure and transportation. To achieve the Economic Pact, a series of regulations and revolutions were applied. First of all, customs policies were established to develop all sectors; trade, industry and agriculture. To develop agriculture, Agricultural Bank [Ziraat Bankası] was reorganized, Agricultural Institute was established; railways, ports and transportation system were rehabilitated (Keskinok, 2010). In this respect, production of raw material for industry could be transported. To do so, all railways of the Ottoman Empire, which owned by foreign companies, were bought by the Turkish government and nationalized (İnan, 1972). For nationalization of capital, Regie Administration and all privileges for foreign states were canceled. To provide raw material required for development of industry, coal fields and mines were rehabilitated. The foundation of first *Turkey Sugar* Factory in 1923, which had great importance for industry, agriculture, market-oriented production and self-sufficiency, gives evidence for attempts and stimulus for industrial enterprise. Moreover, Bank of Commerce was established and stock markets were nationalized to develop trade sector.

While institutional arrangements were being applied, the spatial arrangement of those policies would take their place in three different planning typologies. What this study means by planning typologies is that urban planning experiences in the Early

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Republican Turkey illustrates different characteristics in different time-space contexts. Till etatism period in 1930s, planning experiences were applied for;

1. Cities and towns which needed urgent intervention: This category encompasses Aegean towns. These towns and cities were devastated by the Greek armies at the end of War of Independence. In addition, there was an immigrant population came due *mübadele* [population exchange between Greece and Turkey] after the decisions taken in Lausanne Treaty and they had to be dwelled. Thence, urban planning applications were achieved in Aegean cities and towns were as follows;
 - New towns for new comers were planned
 - Existing demolished towns and cities were planned and recovered

Table 1- Planned Aegean cities and towns after the War of Independence, Karakaya (2010: 131-137)

	PLANNED CITY-TOWN	YEAR OF PLAN	PLANNER
AYDIN			
	AYDIN	1923	COMMITTEE OF PUBLIC IMPROVEMENTS
	YUKARI NAZILLI	1923	COMMITTEE OF PUBLIC IMPROVEMENTS
BALIKESİR			
	BANDIRMA	1923	GALİP
MANİSA			
	MANİSA	1923	CEMALETTİN
	SALIHLI	1923	SAİT ERER
	ALAŞEHİR	1924	SAİT ERER & CEMALETTİN

2. **Cities (İzmir and Bursa) to develop regional focal to lessen the primacy of İstanbul:** After İzmir Economy Congress, it was understood that the economic primacy and dominance of İstanbul, as the former capital of the Empire, would be harmful for the success of ideals of the young Republic and for the fair distribution of the wealth, it was obligatory for Anatolian cities to develop economically and socially. To do so, urban planning was the apparatus. In 1923, İzmir was planned by Réne- Raymond Danger in collaboration with Henri Prost right after the Congress and Bursa plan, which was prepared by Lörcher in 1924. This study investigates İzmir but does not investigate Bursa. Although both city plans prepared in early 1920s would later be found insufficient and new urban plans would be prepared for both cities, Bursa plan of Lörcher could not be applied while İzmir Plan 1923 was applied. İzmir plan and its application give us the opportunity to discuss the application of roles given to the city by the young Republic.
3. **The Avant-Garde, Declaration of the capital city (Ankara):** Ankara, after the declaration of the capital city, was a city that had very limited standards for urban environment and very weak economic activities. However, İstanbul was decreasing in population while Ankara population increase was at high rates. For these reasons, an urgent plan for Ankara was prepared by Lörcher, which would later be refused and the application would be stopped. According to Tankut (1993), Lörcher plan had become an obligation to be applied due huge construction activities continuing in the

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city although the plan was not found satisfactory and applicable. However, the city had to be planned as the symbol of the Republic and as a sample for all Turkish cities. For this reason, a planning competition was introduced to select Ankara urban plan in 1927. The winner of the competition, Hermann Jansen, would prepare Ankara plan. Thereafter, Ankara plan and the urban space was seen as the symbol for the success of the Republican Revolution.

To conclude, the period between 1923 and 1929 was a term to rehabilitate the ruins left from the Ottoman Empire and to create a new Nation. In this context, the development of the national economy had great importance. To develop agriculture and commerce, there were a number of regulations held. To overcome problems caused by insufficiencies of infrastructure, sources, work-force and economic conditions, the era can be identified as policy-development and urgent measurements period. Another importance of the term, which is the issue of this study, is the introduction of urban planning and urbanism to the Nation- Building process and to national development programme. To reach the political ideal, planning principles were introduced. Even two of the most critical planning practices, for Ankara and İzmir, were accomplished at that period. Furthermore, Ankara plan was seen and declared as the symbol and the avant-garde of Turkish urban planning and the Turkish Republic.

1930-1940 Period

The second period, 1930-1940, had a strictly different character than the previous period. 1929 economic depression caused critical economic changes and forced Turkish government to change its political attitude towards etatism. According to Keskinok (2010) World Recession in 1929 provided a base for the statist and populist policies in the 1930s. Although 1921 Constitution accepted Turkey as a "People's State" (Boratav, 1998) and İzmir Economy Congress 1923 revealed a representative attitude towards farmers and labors (İnan, 1989a), these two principles had gained their place in economic life and in urban planning after 1930s. In terms of urban planning experiences, this term can be identified as planned period of economy, industry, urban and rural space and transportation. Ankara and İzmir planning experiences before 1930s became avant-garde to shape a unique character for urban planning experiments and applications in Turkish urban planning after 1930s.

As the scene for a number of national economic developments, investments, foundations and programmes, 1930s were era of planing. In 1930, an industrialization program encompassing whole space of the Nation was designated in Congress of Industry. Right after, First Congress of Agriculture was held in 1931 to provide integration of agriculture and industry. Following, State Industry Office was established in 1932. The First Industrial Plan 1933 and the Second Industrial Plan 1936 were prepared. The First Industrial Plan had been applied substantially. As one of the most important applications of this plan, Sümerbank project was introduced in 1933.

Sümerbank project would have great importance for both industrial programme and urban planning programme, because, these factories would be developed as colonization of industry in factory towns. Sümerbank foundations would provide

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spaces of socialization, production (industrial and agricultural), education, culture and residence in itself (Asiliskender, 2009). Thus, it would be a planning prototype for Turkish industrial towns in 1930s.

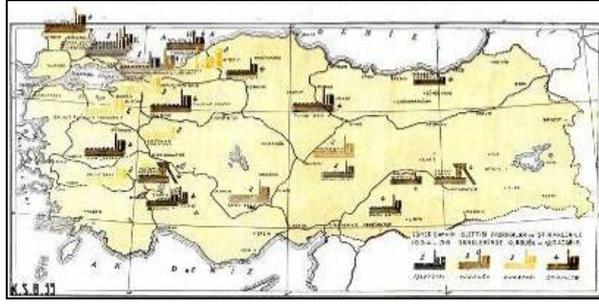


Figure 1- Sümerbank factories established and to be established between 1934 and 1936, Belediyeler Journal , 1936, Issue 7, 96

Sümerbank factories and their foundation mark an important point for urban planning policy of the Turkish government. Depending on the cotton production, the factories were established in different parts of the Anatolia and Rumelia (Figure 1). As a regional development strategy, the development of Anatolia was strengthened not only by Sümerbank factories but also numerous strategies developed by industrial development plans.

The First Industrial Development Plan (1933) and the Second Industrial Development Plan (1936) were reflecting the regional development, planned progress and improvement of Anatolia. "By means of statist policies it became possible to implement an equitable and fair development model both at regional and urban scales within the national boundaries" (Keskinok, 2010: 178). In this context, economic development was integrated with production units, transportation system and urban planning as it is obvious in Figure 2.



Figure 2- Railroad network, planned cities and the industrial development between 1923 and 1940, Keskinok (2010: 178)

State industrial investments such as Etibank (mining and electric power stations), Sümerbank (cotton-production), Turkish Iron and Steel industries, etc. were established on railway network while the railway network and ports and harbors

were integrated with Law numbered 2521. In addition to industrial and infrastructure integration, urban planning activities and applications were continuing in cities and towns (Tekeli, 2010). Moreover, the First and the Second Industrial plans started a term for continuous planning by integrating urban planning and economic planning (İnan, 1972; İnan, 1989b).

As the First Industrial Plan prepared and determined the location and distribution of industrial development in a country-wide manner (İnan, 1972), the Second Industrial Plan was more detailed in spatial arrangements (İnan, 1989b). Indeed, the Second Industrial Development Plan included holistic national, geographical and social analyses to achieve inter-regional integration of urban and rural with economic development. Right after preparation and the application of the Industrial Plans, Mustafa Kemal Atatürk would emphasize importance of urban planning issues for National development in the third legislative year Opening Speech of the Grand National Assembly of Turkey in November 1, 1937. He declared that urbanism issues had to be framed with planned rules and a central technical bureau had to be established so as to lead economic and spatial development of Turkish municipalities.

The integration of urban planning issues, public works and economic development between 1930 and 1940s had found its place in the creation of regional foci cities. In this term, most of Turkish cities were planned and urban plans were applied to create new urban life, new urban elite and new social life in Anatolia and Rumelia. Some of existing urban centers were transformed to trade and industry foci while some of existing towns were created as agricultural or industrial foci (Yenen, 1939). Therefore, policy applications of the Republican cadre were introduced to Turkish urban planning in two planning typologies.

1. **Trade and Industry Foci:** After the application of Ankara plan and along and after decisions and applications of the Industrial plans, a number of cities were planned in Anatolia. These cities were created as industrial centers or as trade centers located in the transportation nodes and enclosed to agricultural or industrial production nodes. For instance, Hermann Jansen planned three important cities, Adana, Mersin and Gaziantep, in Çukurova region (south-southeastern region), where cotton production was significant and Mersin was the port city to trade these production. Moreover, İzmit was planned by Jansen as an industrial node and a port city as an alternative to the primacy of İstanbul in Marmara region. Zonguldak region was another industrial focus planned in northern Anatolia. İstanbul was also planned at that period and as a sample of this typology. However, the difference of İstanbul plan was solving the problems of a city decreasing in population and conceiving beauties of the former capital and a trade focus of the young Republic.

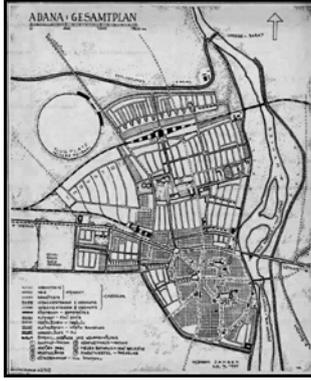


Figure 3- Adana urban plan prepared in 1939 by Jansen, Architecture Museum of Berlin, accessed 06.05.2010

2. **Industrial and Agricultural Foci:** Parallel to transportation network development and industrial nodes' development, numerous towns were planned as agricultural or industrial centers in Anatolia in 1930s. In the south-southeastern Anatolia, Tarsus and Ceyhan were planned as industrial towns for the agricultural production of their fertile hinterland. In northern Anatolia, Karabük, Üzülmöz and Safranbolu were planned as industrial towns for production of national reserves located in their region. In the western part, Nazilli became one of the factory towns as an example of industrial colonization in Anatolian towns (Karakaya, 2010; Asiliskender, 2009). Further, in the middle of Anatolia, Çorum and Çubuk were planned as agricultural foci while the western foci towns were numerous such as Bayındır and Dikili. In the eastern Anatolia, Tatvan was an agricultural foci and transport node on Van Lakes.

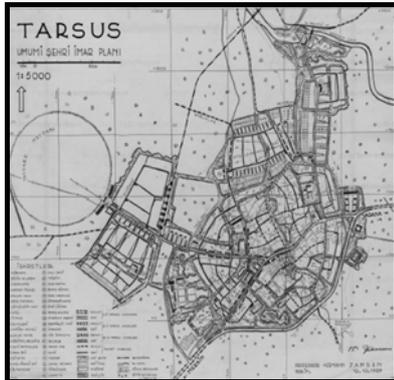


Figure 4- Tarsus urban plan 1935 by Jansen, Ökeşli (2009: 57); Architecture Museum of Berlin, accessed 10.05.2010

To sum up, the period between 1930 and 1940s can be identified as planned period of the Nation in terms of urban and rural integration and formation of economic space. The planned era was developed depending on the experiences of the previous period and especially urban planning issues were developed through

1923-1929 terms' experiments. In this context, the construction of economy was achieved through the reconstruction of Anatolia via urban planning. Therefore, the term between 1930 and 1940s became the era for rural-urban integration, inter-regional integration, foundation of national economy, foundation of countrywide urban and rural Republican space, and creation of a new urban life, a new citizen and a new urban culture through urban planning.

ECONOMIC, POLITICAL AND SOCIAL ROLES ATTAINED TO ANKARA AND İZMİR

Economic burdens and post-war period problems caused the nationalization movements of 1920s to be achieved in the etatist period of 1930s. For creation of new growth poles against primacy of İstanbul (Keskinok, 2010), Ankara and İzmir experiences became leading that national roles were attained to these cities (Karakaya, 2011). The planned period of 1930s accomplished foundation of Nation-Building in economic terms, foundation of urban-rural integration through development of transportation and infrastructure and through urban planning. Urban and rural plans created a Republican citizen and Republican space.

A National and Regional Hero: Development of İzmir Urban Plan

İzmir, when the War of Independence ended, was the second most populous city within the boundaries of Turkey and it was also a very important port city. When the war ended, the city was demolished like most of the Aegean cities. The area destroyed by Great Fire 1922 was about 300 hectares (Bilsel, 1996). Beyond physical deterioration, there were problems occurring in the social and economic life of İzmir due decisions taken in Lausanne Treaty. The Christian population of city, defined as Rum in the meaning of Anatolian Greek, had to leave the city. This population was the dominant group in commercial life of the city (Bilsel, 2009) and thus capital was leaving city (Bilsel, 1996).

Aware of these problems, İzmir Economy Congress 1923 was discussing the problems of İzmir with a different emphasis than the problems of other demolished Aegean towns and cities (Feyzioğlu, 2006). İzmir was seen as an alternative to prove economic sovereignty and independence against imperial capital of İstanbul (Karakaya, 2011) and to dissolve the reign of İstanbul, location of the Congress was a consciously taken decision (Zander, 2010).

Along Congress, the city was used as an exhibition space (Feyzioğlu, 2006). For economic liberation, domestic production was being discussed (Inan, 1989a) while "Domestic Products' Exhibition" [Yerli Malı Sergisi] was being prepared outside Aram Hamparsumyan Inn (Feyzioğlu, 2006) in which the Congress was located. After İzmir Economy Congress and Lausanne Treaty, this small scale modest exhibition would be the vision of the city. Atatürk, in the opening speech for Domestic Products Sample Exhibition, would declare that "Establish Fairs, open exhibitions in this city" (Feyzioğlu, 2006: cover page).

After the Congress and the proclamation of the Republic, İzmir plan was the first holistic urban plan prepared with an economic vision embedded in the construction of urban space. It is obvious that Atatürk and Republican cadre became effective for preparation of İzmir plan. As Bilsel (1996) asserted, Henri Prost was advised to

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Turkish government by Maréchal Lyautey, who was in close relationship with Henri Prost and corresponded with Mustafa Kemal Atatürk during the War of Independence. Nonetheless, Henri Prost was working on another project and he would suggest René Danger to prepare İzmir plan. Although Prost could not lead the planning team, he would collaborate with René Danger and Raymond Danger to prepare İzmir plan.

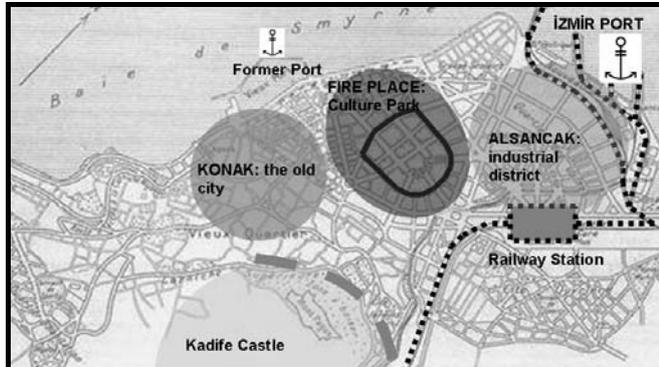


Figure 5- *İzmir plan 1923 by Danger-Prost, APİKAM, İzmir, April 2010 [Redrawn by author]*

Because the aim of the plan was to create a focal point and node in Anatolia, determined in the Congress, the plan was concentrating on integration of industrial zone, İzmir port and railway network. For this aim, a new port was established and the route of railway was altered. Therefore, with the new port integrated to Anatolia by the railway, İzmir was becoming main port city of Anatolia.

Danger plan was not making destruction in the existing city; on the contrary, it had a conservative attitude towards the old city and historic fabric parallel to the general attitude of newly emerging Turkish urbanism (Arseven, 1937). This attitude was also a product of zoning, as one of the general principles of the plan. On the other hand, there was an industrial zone created in the eastern part. The fire place was located in between the old city and new city with industrial district. Danger-Prost plan was proposing an academic zone, including universities and high-education institutes in this place (Danger, et al., 1939). Nevertheless, Kazım Dirik, the governor of İzmir at the end of 1920s, had been organizing exhibitions since 1927 at that site (Karaçorlu, 1995). Later, Behçet Uz, the mayor of İzmir along 1930s, and his cadre would create a "Culture Park" and İzmir International Fair at that site as Seymen (1992) asserted. Depending on the "fair vision" of Atatürk and İzmir Economy Congress, Moscow Culture Park would be the model for İzmir Culture Park.

Thence, the vision of İzmir Economy Congress to create an alternative trade city to İstanbul was supported by a new port with much more capacity than the former, integration of road network and railway network to the port, location of industry along the port, creation of international fair and creation of socialization areas within Culture Park. Parallel to the role determined for İzmir, city provided socialization spaces and economic development to support intended new Republican city identity.

Foundation of Urban Avant-Garde: ANKARA the Capital City

Falih Rifkî Atay (1933), who was a member of Republican intelligentsia and bureaucracy, defines Ankara as a mold to shape dough of Anatolia. As the identification is clear, Ankara experience became the model for Turkish urban planning in many terms between 1923 and 1940s. In municipal works, in planning competition, in nationalization of land, in creation of the Republic and so on Ankara witnessed the firsts. Ankara became the scene as the capital city to the new modern world view brought by new political model of the Republic (Tankut, 1993). After city was declared as the capital city, she faced several changes and problems. The population was increasing at a high rate (Tekeli, 2005), there was immigration from different parts of Anatolia to the Capital city and there were continuing unplanned construction activities in the city (Tankut, 1993).

Under these conditions, urban space and civic life of city would be evaluated as the success of the Republic (Tekeli, 1980). In this respect, Carl Christopher Lörcher prepared an urban plan for Ankara. In 1924, Lörcher prepared a plan for the old city, the area around castle, and in 1925 he prepared the new city plan encompassing the district of Ministries.



Figure 6- *Ankara City Plan by Lörcher (1924-1925)*, Cengizkan (2004: 245)

The plan was generally following Garden City movement by creating greenery zones and it had a geometric manner with diagonal and axial boulevards. The most critical points that plan offered were the development of city center between the castle and railway station. Although the new city plan was urgently applied, the old city plan was refused by the planning committee due the destructive attitude of Lörcher plan for historic fabric of "the old city" (Cengizkan, 2004; Tankut, 1993). Eventually, Lörcher plan was found insufficient and not proper to achieve the ideological decisions and ideals of the Republic. That is why the government opened a planning competition for Ankara in 1927.

The aim of the competition was carrying missions of creating an avant-garde city, a modern capital city and a new urban life. Although the principles of the plan were not well defined and the specifications prepared for the competition were named as "List of Requests" (Tankut, 1993), plan would be revise due the wishes of the Republic between 1927 and 1931 (Karakaya, 2010). The competition was between Hermann Jansen, Josef Brix and Léon Jausseley, who were invited competitors.

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Jansen plan won the planning competition due being in human scale, having social concerns and thus representing modest Anatolian people.

According to Cengizkan (2004), Lörcher plan mostly oriented the spatial arrangement for Jansen plan. Although Lörcher plan was applied till the application of Jansen plan 1931, Jansen plan was a comprehensive plan in terms of its definition for Ankara in the Nation and in its region; its comprehensive researches and analyses; and the master plan provided with application plans (Günay, 2005). Therefore, Jansen plan was providing the application of ideological attitude in spatial manner. The plan was depending on natural, historical and social properties of the city (Jansen, 1937) to create a modern Capital combining former heritage of historic fabric and the new city.



Figure 7- *Ankara Plan by Jansen (1928)*, Figure 8- *Ankara Plan by Jansen (1932)*,
Architecture Museum of Berlin, accessed 06.05.2010

Spatial arrangements that were introduced by Jansen plan would be shaping urban planning for Anatolian cities. Dwelling regions designed according to the principles of Garden City and labour district designed for industrial workers became the model for housing districts in urban plans in 1930s. The preserving attitude toward old city, natural entities and natural edges such as the river and the topography were applied in the planning. The integration of old city and newly developing city was distinguished by greenery zoning and locating railway station in between those. Moreover, some identical units such as “Youth Park” became one of spatial symbols of the Republic. Greenery system and green zones had been applied even in planned agricultural towns. Beyond these, Atatürk Forest Farm [Atatürk Orman Çiftliği] became the pioneer enterprise for state farms to spread modern technologies in agriculture (Keskinok, 2010).

CONCLUSION

Starting with Izmir Economy Congress in 1923, the Early Republican Period was both the period for formation of Nation- Building through economic, social and political manner and the period for introduction of urban planning. Parallel to

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economic development, urban planning gained a role in the establishment of the Nation-State and in its Republican ideals. By means of the rehabilitation, reestablishment and revolutionary policies developed between 1923 and 1929, the Republic of Turkey has developed its own policy-oriented development context for the fair distribution of development in Anatolia. In urban planning, the avant-garde cities of Ankara and İzmir were planned as a model "to shape the dough of Anatolia". Through statist policies of 1930s, regional integration and National economic spaces were accomplished thanks to urban planning applications.

Regional foci of 1930s were created depending on the experiences of 1920s. İzmir city plan created an alternative trade center and a fair city located in Anatolia against the primacy of İstanbul with an anti-imperialist manner. Ankara, on the other hand, became the pioneer for Turkish urban planning to create its own spatial context, urban life, civic life, modern city concept and the space of National integration as the capital city.

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