

THE FACTORS AFFECTING THE DEVELOPMENT OF TODAY'S CITIES AND THE REFLECTIONS OF DEVELOPING THE CITIES OF THESE FACTORS: GAZIANTEP SAMPLE

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ABSTRACT

It is becoming increasingly difficult to define a city within the complex and rapid transformation and development of today's world. Factors that make it difficult to define have also changed the factors that influence the development of today's cities. With the phenomenon of globalization, cities are headed for a position above the states. It is foreseen that the future socio-economic and cultural main geographical units will be cities from the states. In this case, it is very important to investigate in more depth the factors that affect the development of today's cities. These factors will be examined in this study. This study aims to explain this situation with the example of Gaziantep, which is the biggest city of the sixth Southeastern Anatolia Region of our country.

Key Words: Urban Geography, Urban Development, Gaziantep.

1. INTRODUCTION

The definition of a city has been an ongoing problem for a long time. There is no internationally accepted city definition for the city (Aliğaoğlu and Uğur, 2012: 2). The most important factor in this is the fact that some of the characteristics belonging to the city have also shifted to the rural areas. Before the industrial revolution, city definitions could be made clearer. Thus, throughout human history, civilization developed as a concept related to cities (Topal, 2004: 277) and continued¹. Today, however, the definition of a city is becoming increasingly difficult. While defining the city using different criteria such as administrative characteristics, population, population density and functional features, it is becoming more complicated to make different city definitions of different sciences.

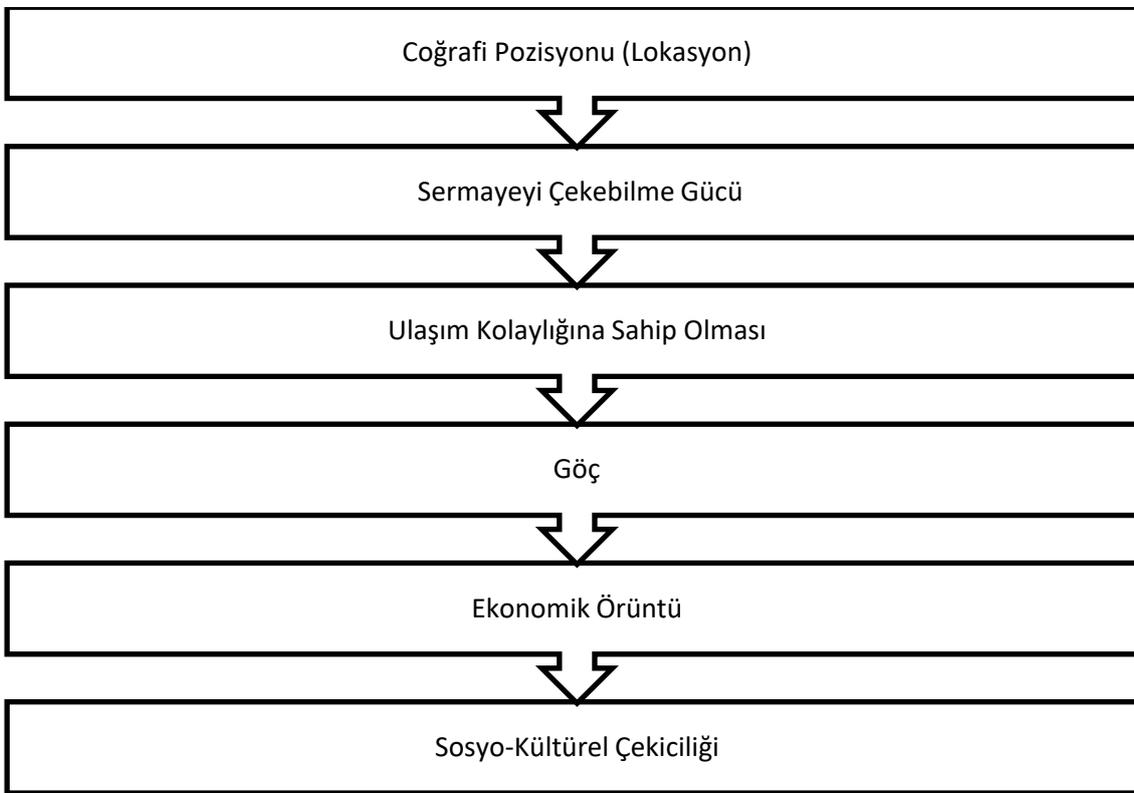
It is not a city that is defined in this article. The factors that create this ambiguity in an environment where the definition of the city is unclear have also changed the factors that affect the urban development. It was also mentioned that the difficulty of defining the city was also mentioned. Ethnic groups, which are social entities on earth, must control the regions they are in, establishing some facilities there and setting them up about 20,000 years ago (Tunçdilek, 1967: 11). The emergence of the first cities today begins in Mesopotamia about 5500 years ago; followed by Egypt, China and India. Göney (1977: 18), describes the emergence of cities as the second great step recorded in the history of humanity after the discovery of fire. There are many different theories about the emergence and development of the first cities. These theories are based on military, economic, religious, ecological reasons. Factors influencing the birth and development of the cities seen up to the industrial revolution were more natural. Like the presence of water, climate and agricultural land. Human factors have also been developed in terms of religion and trade. Yet the factors that influence the development of today's cities are much different.

2. THE FACTORS AFFECTING THE DEVELOPMENT OF TODAY'S CITIES

¹ The word 'Civilization', which is used in the languages such as English, German and French, derives from the word 'Civitas' which means Latin city. The language of the civilization we use in our language comes from the Medina word meaning the Arabic city.

In order to explain the development of contemporary cities, it is absolutely necessary to understand the concept of globalization. In short, Giddens (2000: 19), expresses this notion that we can express as the integration of the world. It refers to the concentration of social relations around the world in which the local formations associated with distant settlements are shaped by the events that are many kilometers away. Of course, with its concept subnets, it is much more than that. Globalization affects the development of all cities with domino effect, especially metropolitan cities. With the globalization, the concept of a new city emerged in the world is more foreground than the state it depends on. This has brought with it the debate that the nation state is now an inadequate organization and that the governments of the future will be governed by cities (Pustu, 2006: 145). In the past, information and capital mobility driven by the states is now being made by the cities. Today many leaders who have been presidents have a successful city administration in the past. The success cities they exhibit during the mayoral presidency show this important new feature. In recent years, many factors have affected the development of cities. Factors affecting the development of present-day cities can be examined under such headings as geographical location, capital attraction potential, integration into transport networks, migration status, economic patterns and socio-cultural attractiveness. (Figure 2. 1).

Figure 2. 1. Factors Affecting the Development of Today's Cities



2. Geographical Position (Location)

The environmental conditions are influential in the emergence of cities that constitute the basis of civilizations, as well as the economic and social life-promoting / developing nature of the settlement as well as the effect of choosing the location of the establishment. (Sönmez, 2012: 8). The main point that determines the city's growth speed and direction, which determines the settlement and urbanization from the first city areas that appeared about 5550 years ago to today's global cities, is the location choice. Even in the cities of the "Okumenapolis", the future of which is accepted as 25 million, the geographical position will be at the beginning of all other factors. Although technological developments and capital accumulation have increased the power to change the difficult natural conditions of money. But still, adherence to physical factors in site selection is still not negligible. The location is basically divided into two, the absolute location (Sit) and the relative location (Situation). Absolute location is the mathematical position of the earth on one place and does not change. Relative location expresses whether a place is near or far, easy or power accessible, on the road or in between, or somewhere in between, and determines the accessibility of that place. (Bergman ve McKnight, 1993: 147). The "absolute location" of a place, that is, its address does not change, but the accessibility and relative location of a place may change. The opening of a new highway may encourage the development of new housing areas and new roadside services (for example, shopping malls),

while at the same time a deviation from the road route, a change may lead to the old shopping malls losing their importance. (Özgüç, 2014: 19). On a wider scale, larger cities can gain importance in the same way, and they can also benefit from the location countries in terms of national and international trade patterns.

2. 2. Capability To Attract The Capital

The key growth function of today's global cities is the financial center. (Derudder, Hoyler, Taylor ve Witlox, 2012: 162). In today's cities, financial institutions have filled the gap that arises when the industrial function is thrown out of the city. The collective effort of global cities or cities that have entered into growth as a global city is in an effort to become an international capital city by taking the greatest share from the international capital, whose circulation has become much easier.

Table 2.2.1. Ranking of financial cities in global cities classification

1	LONDRA
2	NEW YORK
3	HONG KONG
4	SINGAPUR
5	TOKYO
6	CHICAGO
7	ZURICH
8	GENEVRE
9	SIDNEY
10	SHENZEN

Cities grow economically, politically and environmentally thanks to the capital they attract. And cities have great advantages in becoming a world city. They use this advantage effectively in many scenes. For example, in the case of the 2020 Olympics, Tokyo has used this activity against Istanbul and Madrid and won the call.

2. 3. Transportation Convenience

The transportation factor has an impact on all the factors that influence the birth and development of a city. This feature is also influential on the development of today's cities. Transportation has an influence on the shaping of the city's physiognomy and plays an important role in the morphological development of cities (Aliğaoğlu ve Uğur, 2012: 171). As Tümertekin (1987: 201) also expresses, even the industry, which plays a leading role in the establishment or growth of cities and therefore is a city activity (apart from those established in the countryside), is extremely dependent on its access to its development and location. Transportation should be separated from others in the development of cities. Transportation is not just a city function that provides physical connections. It also has all the economic and social connections of the city. But we have to add that although transport is considered as a network linking the elements that make up the city, it plays a different role in the development of today's cities. In today's cities, transportation itself attracts other urban functions such as tourism and sports. As Gottmann (1976: 52) has stated, transportation is, of course, the essence of central dynamics.

According to Adams (1970: 42), the development of cities occurred in four phases:

1. Pedestrian and horse-drawn tram circuit which continued until 1880.
2. Electric tram circuit covering the period from 1880 to the First World War.
3. The car passed between 1920 and 1941.
4. The rapidly developing Freeway (modern road) after the Second World War.

When Adams made this classification in 1970, he was able to see today's multi-story highways, high-speed trains, submarine tunnels, and a fifth material: High-tech transportation.

2. 4. Migration

Cities are areas where population is most intense and undoubtedly the immigration of the cities is too small to be influenced. Since urbanization has been seen as an increase in the share of the urban population through immigration from rural areas, the difference between the structural formations of settlements that have exchanged population brings about this social-economic change process characteristic at the same time

(Keleş, 1997: 1). Immigration causes problems in the socioeconomic sense when growing urban areas, but immigration of today's cities is not only problematic, but also some functions of the city affect the positive direction. The rediscovered migration as a key intervention tool in recent years has emerged as a factor that reduces deepening inequalities and facilitates development (Raghuram, 2009: 1).

Migration as a phenomenon that affects the growth of urban settlements must be addressed in two ways. The first is migration from outside the city and the second is the immigration movement within the city. Factors influencing intercity migration: industrialization process, rural-urban imbalance, high level of labor supply, differences in wage policies, negative conditions of migrant sites, and positive conditions in the corresponding place are the determinants of migration background. (Bal, 2006: 92). The labor movement, the family composition changes resulting from the change of the family life cycle, the individual differentiation of the attractiveness and repetition that one has according to another place, the dissatisfaction caused by the home and the surrounding area arise as the main causes of urban migration. (Aliğaoğlu ve Uğur 2012: 116).

2. 5. Economic Structure

Perhaps the most influential factor in the growth of cities in the temporal period is the economic parameters that increase the degree of influence. As it is known, one of the most important factors affecting the growth of the countries and the cities in the 20th century is their potential for industry and trade. Marketing of goods and services produced in today's world is of great importance. However, a trade strategy only for the domestic market is not considered sufficient for the current economic order. In today's cities, there is a vital pre-requisite for exporting or developing existing exports in order to grow, develop and economically increase their presence in foreign exchange. In a changing world economic order, it seems that the economic development of an country, and therefore of cities, depends on the performance to a large extent exports. For this reason, countries attach special importance to foreign trade. Today, when there is a high level of competition in international markets, countries determine strategies to contribute to the development of exports and take various measures (Atayeter, Erol, 2011: 2). In this context, industrial development based on exports is one of the regional development patterns defined in the urban economy in terms of industrial growth in local dimensions (Küçüker, 1998: 40-41).

According to Küçüker, the variables that determine the economic growth of cities should be examined in three categories. The first are traditional economic factors, which are the traditional neoclassical growth factors derived mainly from convex production technologies and utility functions. The second is geographic production externalities. Locational characteristics specific to the population or industry are searched for information creation and diffusion and the effects on urban growth. The third category is the category in which other social factors such as the level of human capital included as externalities, the availability of gains from innovations, the effects of the state on expenditures and taxation, and immigrations (Küçüker, 2000: 24).

Urbanization after the Industrial Revolution - in real sense, urbanization began in this history - was the dominant element of the cities of the basic core industry. In today's cities, in the sense that we know, the industry has taken its pushed-out position to finance and banking institutions and new industrial facilities that produce high value-added commodities that have converted.

2. 6. Socio-Cultural Attractiveness

The observation that human beings are different, feel and react differently than in cities or outside cities is as old as the city itself (Weber, 1960: 31). The perception of life in the city can lead to changes in the psychological approach as well as socio-economic in people. Cities are areas of intense cultural, artistic and sporting activity, and the growth acceleration of cities is affected by the size of this concentration. These attractive factors influence the development of cities as an element that also triggers migration from rural to urban. It will be appropriate to include training opportunities within socio-cultural attractiveness factors. Cities are areas where education opportunities are enhanced and facilitated, and areas where job opportunities are increasing when they are considered as an output of education. In addition, parallel to this, the field of professional supervision, which is required by the education received.

3. FACTORS AFFECTING DEVELOPMENT OF GAZIANTEP

The eastern border of Gaziantep forms the Euphrates river. At the same time, this river extends from north to south to the eastern border of the districts of Araban, Yavuzeli, Nizip and Karkamış; hence the administrative border of Gaziantep province with the province of Şanlıurfa in the east. The western border of Gaziantep is the eastern edge of the collapse of Hatay-Maras depression. Along the eastern edge of the

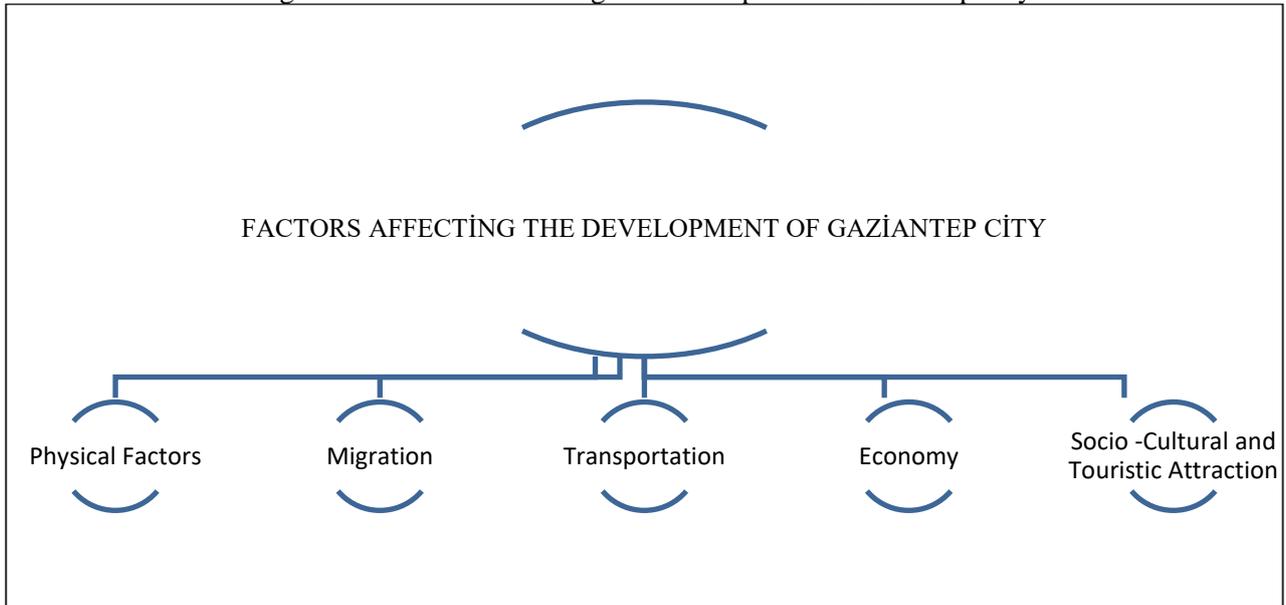
Hatay-Maras graben constitute the administrative borders to the east of Kahramanmaraş Turkoglu, Osmaniye's Garden and Hasanbeyli and to the southwest Hatay's Hasşa districts. In the south Kilis province and the Syrian state border. The geographical units that determine this boundary are a series of oval cylinders. These plains are from Elbeyli, Haral, Tilbesar and Oguzeli plains from west to east. Gaziantep plateaus is separated from Adiyaman Plateau in north east and Karadağ between Yavuzeli and Araban plains (Arinc, 2011: 443).

Map 3. 1. Gaziantep Province Location



Factors affecting the development of the city of Gaziantep can be examined under the headings of physical geography factors, migration, transportation, economy, socio-cultural and tourist attraction (Figure 3. 1.).

Figure 3. 1. Factors Affecting the Development of Gaziantep City.



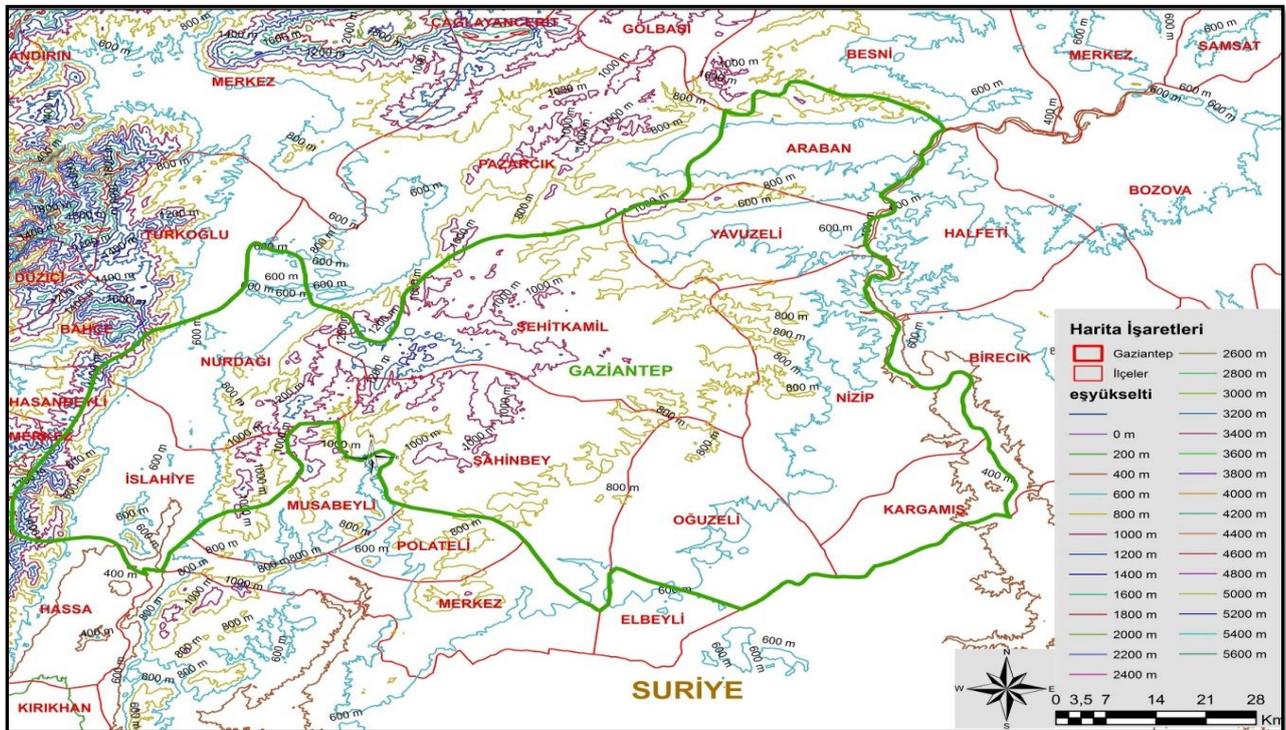
3. 1. Physical Geography Factors

In Gaziantep region, the altitude increases slightly from east to west and from south to north. The average elevation of 500 meters in the basin of the Euphrates, which forms the natural border in the east, rises to 850

meters in the city of Gaziantep, and as it goes west, the elevation in the Western Mountains exceeds 1000 meters. A little further north, on the Sof Mountain, the highest altitude of 1496 meters is seen. The same situation is seen in the south-north direction. The altitude of 600 meters around Kilis in the south goes up to 850 meters in the city center as it goes north, and the altitude in Karadağ extends 1245 meters in the east west direction in the middle of the Araban and Yavuzeli plains to the north. In the city of Gaziantep, a relatively flat area where we can say the exact center of the Gaziantep platos, which is formed by the disintegration of the Alleben River and its branches, has spread over an area of about 50 km in the 700-1000 meter range.

Gaziantep is the first name in the 12th century. However, the name of the ancient city of Doliche (Dülük), which is about 10 km northwest of the city, is frequently encountered from the 3rd century AD. Some historians point out that the castle surroundings of today's city center are also referred to as Dülük, which leads to the history of the city. The center of the city was the castle and its surroundings during the initial development process. The castle of Gaziantep is on a 25-30 meter hill to the southern edge of the Alleben class, MS. 4th century or was founded in the 5th century. It may be that the Romans set up a place in the middle of Alleben's desire to keep the water under control. In this period, the city is seen as an important outpost city between historic Germenika (now Kahramanmaraş) and Zeugma antique cities.

Map 3. 2. The Places of Basic Settlement Units of Gaziantep Province on the Map of Equivalence.



The spatial development of the city has changed with the Ottoman domination. Before the Ottoman domination, with abundant water resources and fertile agricultural lands and an agriculture city Gaziantep, Yavuz Sultan Selim conquered the agricultural functions with the conquest of commercial functions, which has brought a different dimension to the spatial development of the city. Han-ı Cedid (Yeni Han), the first khan in the city, was built in the 15th century. Evliya Çelebi (Kahraman and Dağlı, 2013: 1346), who came to the city in 1648 after 130 years of Ottoman rule, talks about five new khan. As a matter of fact, the number of the districts which were 29 in 1543 rose to 61 in 1711 after two centuries. However, this increase in neighborhood numbers and population has not affected the spatial growth of the city. The city, which spread to the castle and its surroundings in the pre-Ottoman period, expanded towards the south and east direction during the Ottoman period (1516-1923). The actual spatial growth occurred in the Republican period, especially after the 1950s. In 1950, the new building such as the railway station, the courthouse, Gaziantep High School was constructed towards the southeast direction and new housing was added to them and the city started to enlarge its spatial area. Starting in 1970 gained further pace with industry movements

as well as all development in Gaziantep in Turkey in the 1980s have also started acquiring squatter phenomenon of migration with the city's spatial development and significantly crooked place. From 1975 to 2010, the urban area growth rate is more than about 800%.

Table 3. 1. 1. Area and population development of the city

Years	Area Spreading the City	Population
1975	9,2	715.939
1984	21,5	966.490
2000	36,1	1.285.249
2010	48,5	1.700.763

3. 2. Migration

Since 1980, all migratory movements seen in Turkey in Gaziantep affected and the city was faced with a constant influx of immigration. After this date, the population and urban area of Gaziantep have increased continuously with migration. We can distinguish two cities in Turkey. Cities that are constantly disappearing, others are cities that are stronger, have increased employment, and have increased their attractiveness. At the beginning of these cities is Gaziantep. Today, immigration is the leading factor affecting the growth of Gaziantep city.

Gaziantep is the locomotive of the region. According to 2011 data, 543,899 people come from another city and continue their life in Gaziantep. This corresponds to 31% of the total population.

Table 3. 2. 1. Migration figures of Gaziantep Province

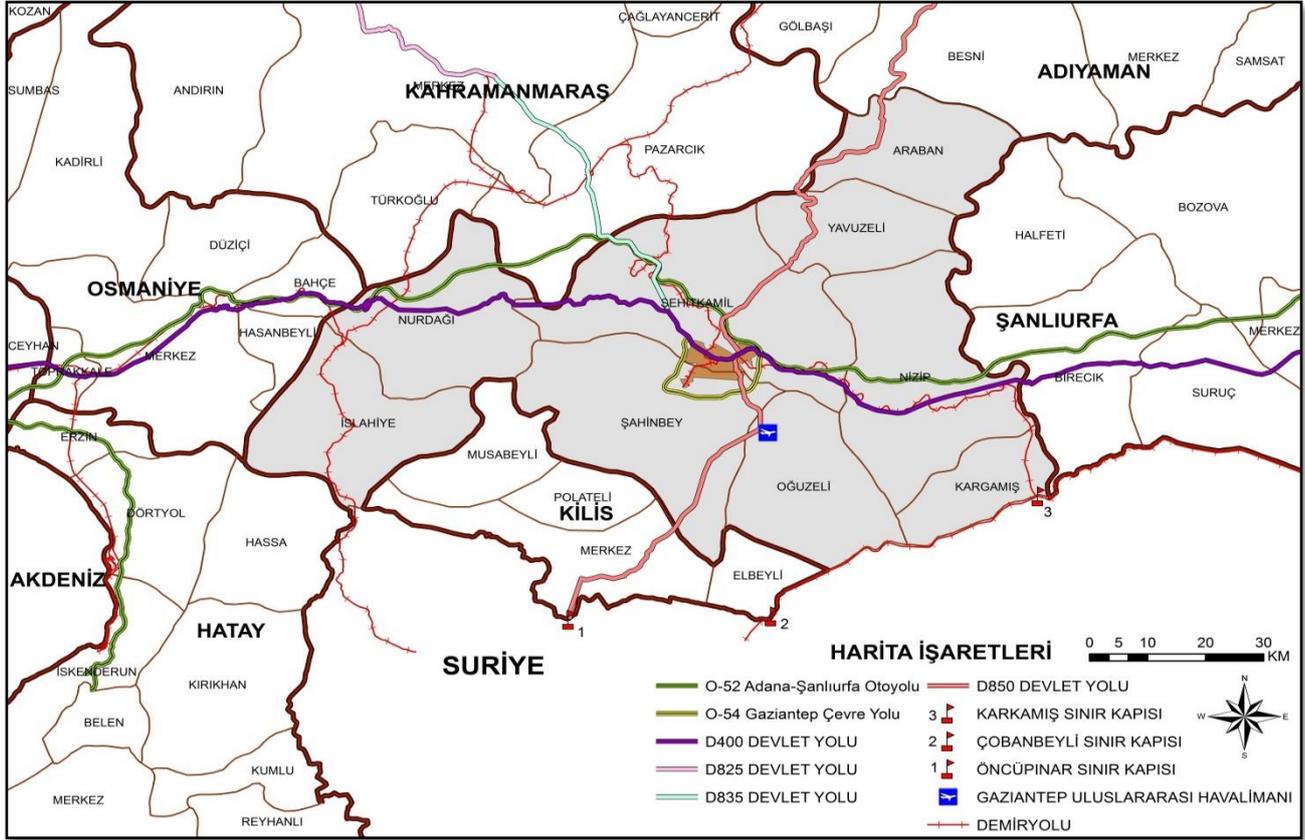
	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017
Total population	1 799 558	1 844 438	1 889 466	1 931 836	1 974 244	2 005 515
Migration Received	41 672	41 978	46 438	46 435	45 726	47 431
Migrant Migration	39 410	42 291	44 415	48 858	50 003	50 485
Net Migration	2 262	- 313	2 023	- 2 423	- 4 277	- 3 054
Net Migration Rate	1,3	-0,2	1,1	-1,3	-2,2	-1,5

Gaziantep is the 13th place among the highest number of immigrants in 2011. There is also a significant increase in recent years. Migration to Gaziantep; (Tutar, Tutar, Eren, 2012: 9) while increasing the city's trade volume, raising tax revenues and attracting public investments, as well as the problems associated with urbanization, infrastructure problems, urban spatial organization, traffic and social problems. Particularly rapid migration movements cause unplanned and infrastructural marginalization in Gaziantep, while parks-gardens, recreation and recreation areas, sports complexes and luxurious apartments or villas are arranged in a regular and planned way in the areas where the welfare level is high (Sönmez, 2012: 151).

3. 3. Transportation

One of the most important factors in the development of cities is transportation. The closeness to the access roads from the first city settlements in the historical times to the modern big cities of today, and the geographical accessibility associated with them, played a key role in the urban growth. Gaziantep is a city developed over the 2000-year-old Silk Road. Today in Turkey, one of the Mersin-Adana-Gaziantep highway 3 is available on the motorway and highway in the province of length is 160 km. With the connection of Ankara to the service in the near future, the city will have a highway connection to the Kapıkule border gate. There is also an airport for passengers and cargo transport in the city. By the end of the year 2012 1.268 million annual passengers transported cities with an international airport is also close to the ports of Mersin and Iskenderun is one of Turkey's most important harbor. There is also a railway in the city. All these convenient transportation facilities have stimulated the commercial and social life of the city and this has become one of the important parameters accelerating the growth of the city (Map 3. 3. 1).

Map 3. 3. 1. Gaziantep Transportation Map

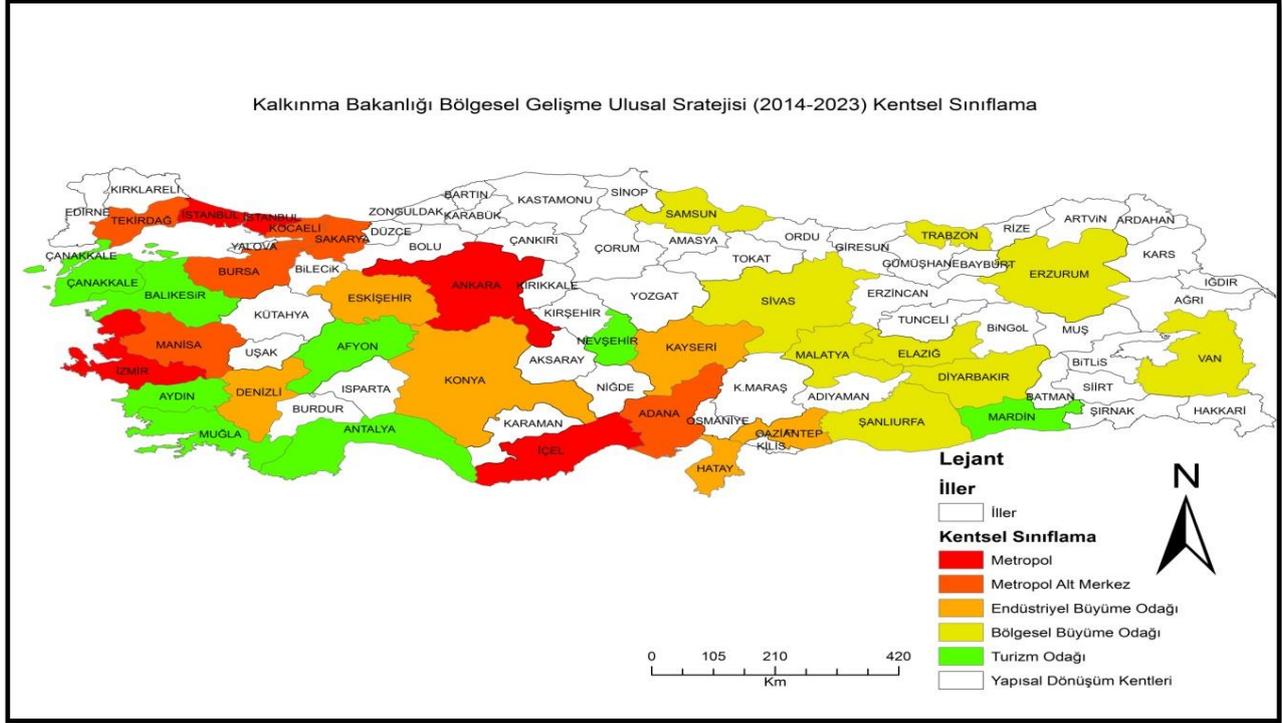


3. 4. Economy

Boundaries are a collective activity in the production of goods and services within a certain geographical area (region), a phenomenon that emerges with the date of urbanization (Şen and Sandal, 2017: 316). State Planning Organization (DPT), which was published in 2003, "the Provinces and Regions Socio-Economic Development Ranking Study" provinces in Turkey in the work titled, Prepare has been divided into five separate sections according to the Development Index. There are only five provinces classified as first-degree developed illusions. These are Istanbul, Ankara, Izmir, Kocaeli and Bursa respectively. Gaziantep is among the second-highest developed provinces. Gaziantep, the only province among the second-highest developed provinces in the Southeastern Anatolia Region, has been declared the most developed province of the region.

In Gaziantep, an industrial and commercial region, many industrial and commercial organizations have been clustered. This is an important function in the development of the city. Within the 30 years in the city, 4 organized industrial zones were established on an area of 2430 hectares. This is a sign that the Gaziantep industry is growing rapidly. There are a total of 100,000 employees in 4 organized industrial zones. The work of organizing the 5th organized industrial zone is also continuing. 25% of the total 16 OSBs in the whole Southeastern Anatolia are in Gaziantep. There are 10 small industrial sites in the city with 80,000 people working in 9497 workplaces. In the National Strategy for Regional Development 2014-2023 conducted by the Ministry of Development, Gaziantep has been shown among the cities with industrial growth centers (Figure 5). It is important that this is the center of development that the city will continue its growth in the following period without slowing down.

Map 3. 4. 1. National Strategy for Regional Development (2014-2023) Spatial Development Scheme



3. 5. Socio-Cultural and Touristic Attraction

The economic development of the city of Gaziantep in the last 40 years has also increased its social attractiveness. There are 4 shopping malls available in the city and the ones coming for shopping in the near vicinity are providing economy input. Cinema, theater, etc. in the city. social opportunities expand.

The fact that it is a training center in the immediate vicinity is one of the factors that make the city grow in the last 10 years. There are 3 universities, one of which is a state university and two of which are foundation universities. In addition, there is another university that is about to complete the establishment phase. Parallel to the commercial and economic development of the city, there are serious steps towards becoming an educational city and accordingly a new economic field is emerging.

Gaziantep has been using this potential more effectively in recent years with its unique possibilities in culture and tourism. With the use and promotion of the existing potential, the tourism sector will be one of the most important sectors that support sustainable development and create new employment areas.

Significant steps have been taken in recent years to increase tourism attractiveness of Gaziantep. The city has been successful by following a different promotional path as a movie theater scene. The old historic structures stuck in the middle of the city have been re-tourismmed. The city has become an important stop in all touristic tourism organizations organized within the GAP. The number of annual tourists increased from 232,000 in 2006 to about 500,000 in 2013.

Table 3. 5. 1. Number of Immovable Cultural Existence and Protected Area in Southeastern Anatolia Region

Province	Number of Immovable Cultural Existence	Protected Area
Adıyaman	130	120
Batman	86	12
Diyarbakır	923	180
Gaziantep	1005	221
Kilis	314	-
Mardin	1071	123
Siirt	109	17
Şanlıurfa	1130	472
Şırnak	82	10
Total	4850	1155

4. CONCLUSION

Deep and rapid developments and changes in today's socio-economic, cultural and political environments have also changed and changed the definition of city and urbanization. Factors affecting urbanization, which we can connect several decades ago and apply to almost every geographical unit, are much more complex and combine today. Cities have some responsibilities on the nation-state they are affiliated with, as well as being the basic units of the countries. In the past, information and capital mobility driven by the states is now being made by the cities. Factors affecting today's urbanization are partially rescued from being dependent on physical geography conditions, and this takes its place in globalization and its values. Factors affecting the development of present-day cities can be examined under such headings as geographical location, capital attracting potential, integration into transport networks, migration status, economic patterns and socio-cultural attractiveness.

The factors that are also effective in the urban development of Gaziantep, which is the biggest city in Southeastern Anatolia, have changed. The development of the city, which has been tried to explain with the classical factors such as location and industry, can now be explained by factors such as capital patterns, the quantity and quality of foreign direct investments, and the existence of high value-added service sectors.

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